

MOS
SELECTION
HANDBOOK

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MOS HANDBOOK- INTRODUCTION

This document was written to provide a personal overview of each Marine Officer Military Occupational Specialty (MOS). Its primary purpose is to give Marine lieutenants an overview of officer's MOSs to assist them in deciding their preferences for MOS selection at The Basic School (TBS).

The committee members were all Amphibious Warfare Students (AWC-00), Marine captains, with one or two tours experience, and five to eight years in service.

Please note: much of the information in this handbook must be taken "with a grain of salt". Although the facts have been checked for accuracy, much of the information contained herein is opinion formed from these officers' personal experiences.

Too many people worked on this project to list them all. The primary contributions were made by the following:

Lieutenant Colonel Ricardo Blanco	Faculty Advisor
Mrs. Sandra Kirkpatrick	English Advisor
Major Joseph Craft	TBS
Major Greg Hable	MMOA
Captain Hank Brown	Student Leader/ 0802
Captain Ben Robertson	Editor/ 7557
Captain Marcus "Steroid" Annabale	7508
Captain G. M. "Lurch" Anthony	7220
Captain Abrogast	0204
Captain Paul Atterbury	4402
Captain Douglas "Howdy" Douds	7523
Captain Derkash	0207
Captain Michael "King of Logistics" Flynn	0402
Captain Erik E. G. "EEG" Cobham	7557
Captain S. Fitzsimmons	7208
Captain Ryan Goulette	6002
Captain C. T. "Bubba" Harper	6602
Captain James Howard	3002
Captain Robert Lack	7563
Captain Terrence "Sponge" Latorre	7543
Captain William Lynch	7565
Captain Ruben Martinez	1802
Captain J. J. Migletz	3404
Captain Daniel Miller	1302
Captain Paul "PT" Morgan	0180
Captain Lance "Puny" Muniz	7525
Captain Matthew McLaughlin	4302
Captain Michael Oshaughnessy	0203
Captain Lowell Rector	5803
Captain Robert Rice	0302
Captain Milo Shank	7562
Captain Scott "Looney" Touney	7588
Captain Colleen Vigil	0602
Captain West	0206

MOS ASSIGNMENT PROCESS

BACKGROUND

One of the most important responsibilities of The Basic School is the assignment of MOSs to lieutenants. The long-term impact of this assignment process has on the welfare of our officers and our Corps is immeasurable; TBS adheres to the highest standards of fairness and consistency, with a firm view towards serving the best interests of the Marine Corps. Prior to 1977, MOSs were assigned based solely on lineal standing at TBS. In 1977, the Commandant of the Marine Corps made the decision to apply a quality spread to the assignment of MOSs. This decision was made to ensure every occupational field received a fair share of the most competitive lieutenants. This policy remains in effect with Officer Assignment Division (MMAA) guidance to TBS stating that one-third of the quotas for each MOS come from the top, middle, and bottom thirds of the company. Within each third, class standing is the primary assignment criteria.

THE NEEDS OF THE CORPS

The needs of the Marine Corps are the primary consideration used to assign MOSs to lieutenants. CMC (MMAA-3 (Plans, Programs and Systems Support)) provides each Basic Officer Course (BOC) company with an allocation of quotas for each MOS. The quotas are generated by Manpower Plans and Policy Division and are based upon the need to balance structure requirements with available qualified officers in each MOS. HQMC directs that the quotas for each MOS be divided as equally as possible for each one-third of the class.

MOS QUOTA DISTRIBUTION FOR A RECENTLY GRADUATED COMPANY				
MOS	TOP 1/3	MIDDLE 1/3	BOTTOM 1/3	TOTAL
0180 Adjutant	1	1	1	3
0203 Ground Intelligence	3	0	1	4
0204 Human Intelligence	1	0	0	1
0206 Signals Intelligence	2	1	1	4
0207 Air Intelligence	2	2	1	5
0302 Infantry	11	12	11	34
0402 Logistics	8	9	9	26
0602 Communications/Data	3	3	3	9
0802 Artillery	6	7	5	18
1302 Engineer	2	3	2	7
1802 Armor	1	1	1	3
1803 Amphibious Assault Vehicle	1	0	0	1
3002 Ground Supply	5	6	6	17
3404 Financial Management	1	1	1	3
4302 Public Affairs	1	0	0	1
5803 Military Police	2	1	1	4
6002 Aircraft Maintenance	1	1	1	3
6602 Aviation Supply	1	2	2	5
7208 Air Support Control	1	1	1	3
7210 Air Defense Control	0	1	1	2
7220 Air Traffic Control	0	1	1	2
7580 Naval Flight Officer	0	1	0	1
7599 Naval Aviator	0	1	0	1
TOTAL	53	55	49	157

INDIVIDUAL DESIRES

Although the desires of lieutenants are considered secondary to the needs of the Marine Corps when assigning MOSs, in reality, individual choice probably has the greatest impact on final MOS assignments. Most lieutenants (approximately 75%) will receive one of their top three choices. Therefore, it is essential that lieutenants make informed decisions. In addition to making the most of this guide, classroom instruction, and scheduled MOS mixers, lieutenants should make every effort to identify those MOSs which will capitalize on their personal strengths.

MOS ASSIGNMENTS FOR A RECENTLY GRADUATED COMPANY				
Choice	Number	Percentage	Number & Percent	Number & Percent
First Choice	72	49 %	130 Lts 83 %	146 Lts 93 %
Second Choice	21	13 %		
Third Choice	19	12 %		
Fourth Choice	12	8 %		
Fifth Choice	6	4 %		
6th-10th Choice	16	10 %		
11th-15th Choice	5	3 %		
16th-20th Choice	4	3 %		
21st+ Choice	2	1 %		
TOTAL	157			

STRAW POLLS

Prior to final MOS selection, lieutenants will be asked to submit their MOS choices in what is commonly referred to as a “straw poll.” Essentially, the straw poll is a dress rehearsal for the final MOS selection and will be conducted as described below. In no way will the results of the straw pole resemble the results of the final MOS selection. Not only will most lieutenants change their MOS choices prior to the final MOS selection, but also the lineal list used in the straw poll is arbitrary. Again, the straw pole is merely a dress rehearsal.

FINAL MOS SELECTION

Final MOS selection is completed at approximately the 14th training week of the BOC. The following process occurs:

- All lieutenants are ranked according to their overall average in Military Skills, Academics, and Leadership.
- The lineal list minus guaranteed contracts is divided into thirds.
- Lieutenants list all MOSs available to them in order of preference on small tags and on 3 x 5 cards. Lieutenants with guaranteed aviation contracts will only list their top 5 MOS choices on 3x5 cards to be used in the event they lose their contracts while still at TBS. Potential aviators must include at least one non-combat arms MOS in their list of 5 choices. All lieutenants will also list in order their geographic preferences (East Coast, West Coast, or overseas)
- The company staff will prepare an MOS board with “pegs” representing the available quotas for each MOS in each third. The entire staff works straight down the lineal list placing each lieutenant’s tag on empty pegs on the board. When a lieutenant’s name is called from the lineal list, his or her SPC will attempt to place that lieutenant’s tag on a peg representing a quota for that lieutenant’s first MOS choice. If all the pegs are full for that MOS (the MOS is closed for that third), the SPC will continue to search for the first open peg in order of the lieutenant’s preferences. The number one lieutenant will receive his or her first choice. Lieutenants near the top of their one-third have the best opportunity to receive one of their top choices. Lieutenants near the bottom of their one-third increment have a lesser chance.
- Once the board is completely filled, the Staff will consider deviating from the lineal list and making changes to MOS assignments if those changes would better suit the needs of the Marine Corps. Such changes are based on the discretion of the Staff and subject to the approval of the Company Commander. The lineal list is used as a general guide, not as an absolute rule.
- The Company Commander will brief the CO, TBS, on potential MOS assignments, identifying those lieutenants who did not receive one of their top three choices. The CO, TBS approves the entire list prior to forwarding to CMC (Code: MMOA-3).
- DCMC M&RA must approve the MOS assignments before they become official. DCMC M&RA may require TBS to change the recommended MOS assignments. For that reason, results of the MOS selection process are not revealed to lieutenants until final approval from DCMC M&RA.

CONCLUSION

The current MOS selection process has proven to be the most effective way to serve the needs of the Marine Corps while accommodating the desires of those officers involved. Not every lieutenant will receive one of his or her top choices. Therefore, it is essential that the positive aspects and importance of every MOS to the Marine Corps be emphasized and that lieutenants carefully consider their preferences with an open mind.

SUPPLEMENTARY MOS (SMOS) PROGRAM

ISSUE

The Marine Corps developed the SMOS program to combat its officer Military Occupational Specialty (MOS) skill imbalances. These skill imbalances occur at the mid-company grade level due to different retention behavior after initial service obligation of officers in different MOSs.

FACTS

The SMOS program allows officers in "over" MOSs to do a tour in a "short" MOS and then return to their primary MOS. The SMOS tour occurs after the officer's first FMF tour and takes the place of a B-Billet (non-MOS specific) tour. After completion of the SMOS tour, officers are considered for career level school along with officers that did B-Billet tours, with subsequent return to the FMF in their primary MOS. Officers that participate in the SMOS program may do an additional tour in their SMOS later in their career, again during a time in their career when they would normally be on a B-Billet.

The program is primarily voluntary in nature with applications being solicited once or twice a year, depending on need. Boards will be held at HQMC to evaluate applicants and make assignments to "short" MOSs accordingly. Officers are only required to submit one short MOS choice, but improve their chances of being selected if they list additional choices. Officers will only be considered for MOSs they list on the application.

There are numerous reasons an officer might want to apply for this program. Exposure to different MOSs, increased assignment options, additional FMF time (if desired - not all SMOS tours are in the FMF), are just a few of the program's incentives. The program does not guarantee assignment choice, but officers are allowed to note desires such as "same geographical area" and the monitors will consider these desires when making SMOS assignments. While the program is only open to officers in "over" MOSs, a successful SMOS program will allow officers in "short" MOSs to do B-billet tours that would not have been available to them prior to now.

The number of officers needed to participate in the SMOS program will be reevaluated each year. If there are not enough volunteers for the program, additional participants (non-volunteer) will be assigned to the program by MMOA.

PROMOTION INFORMATION

What do I need to do to be competitive for promotion?

First and foremost, you need to understand the promotion process. Past the rank of First Lieutenant, the Secretary of the Navy convenes promotion boards to determine which officers will be advanced to the next rank. Promotion zones and promotion opportunities are determined by promotion planners at HQMC (Code MPP-30). Both opportunity and time in grade vary from year to year based on factors such as structure requirements, attrition, and congressional guidelines. The Marine Corps promotion boards operate under a “best and fully qualified” concept. This means infantry officers compete against aviators, who compete against adjutants, who compete against logisticians, etc. While the Marine Corps can, and does, issue “precept” guidance to promotion boards for certain specialties, legal considerations, and short MOSs, that direct promotion board members to consider certain things, the decision to promote one officer over another is ultimately the consensus of those individual board members.

To be competitive for promotion, you should:

- Insure your record is accurate. Remember that the only thing that the board members know about you is what is in front of them, i.e., your record. If your record is incomplete (e.g., missing fitness reports, no picture, etc), you are in essence telling the board you did not care enough to make it complete.
- Do the PME required for your grade. While the Marine Corps cannot legally make PME a prerequisite for promotion to the next higher grade, it has made it very clear that PME is critical to your development as a Marine officer. If you did not do your PME and the officers you are being compared against did, who do you think the board is going to pick?
- Take advantage of the Career Counselor section (MMOA-4). They will review your record and tell you what they think are your strengths and weaknesses. While they are not the promotion board and cannot predict or necessarily explain a given board’s decision, they have a great deal of experience as board recorders and as reviewers of other officer’s records (hence they can speak to your relative competitiveness, in their opinion). Do not wait until a week before your board to call them. Call 2 or 3 years prior to your projected “in zone” date so you can act on what they say.
- DEMONSTRATE PERFORMANCE! This seems obvious, and it is, but clearly the most important thing you can do to insure your competitiveness for promotion is to show those board members sustained superior performance.

What are my opportunities for Augmentation/ Retention?

Today’s opportunities for a career in the Marine Corps are better than they’ve ever been. Because the Marine Corps gradually increased the need for field grade officers starting in 1992, augmentation and promotion rates have increased dramatically over the last several years. Augmentation rates are in the high 90% range. Promotion to the rank of captain is expected to be 98% for the “in zone” population this year (FY 00). Promotion to major was set at 90% this year. Once an officer makes major, he or she is allowed to stay until retirement eligible (exception for severe legal cases). The bottom line, if you want a career in the Marine Corps today, you can have it.

VOLUNTARY LATERAL MOVE PROGRAM

For a variety of reasons, to include different structure requirements and different retention propensities, the Marine Corps has always suffered from MOS inventory imbalances. To help correct this problem, the Marine Corps has two programs that offer training and experience in MOSs different from that which was originally assigned to a given officer. One, the SMOS program, is explained on page seven. The other, the Voluntary Lateral move program, allows selected officers a means to switch MOSs. If an officer is in an “over” MOS, as defined by HQMC (code MPP-30), that officer may apply by AA form to be considered for a lateral move to a “short” MOS. The move under this program is subject to approval by HQMC (Code MMOA) and is permanent in nature. While an officer can request such a move at any rank up to and including major, it is better to do this early on in a career to build MOS credibility in the new MOS. HQMC (code MMOA) will give considerable consideration to prior experience that may relate to the requested MOS and mitigate MOS credibility issues. A MCO order is presently being drafted that outlines the details of this program and will be published in the future. In the meantime, officers can receive additional information from HQMC (code MMOA-3 or MPP-30).

MOS DESCRIPTIONS

0180.....	Adjutant
0203,4,6,7	Intelligence
0302/3	Infantry
0402	Logistics
0602	Communications
0802	Artillery
1302	Combat Engineers
1802,3	Armor
3002.....	Ground Supply
3404	Financial Management
4302	Public Affairs
4402.....	Judge Advocate
5803.....	Military Police
6002.....	Aviation Maintenance
6602	Aviation Supply
7208,20	Aviation Command & Control
7508	Naval Aviator (AV-8B)
7523	Naval Aviator (F/A-18D)
7525/88	NFO/WSO (F/A-18D/EA-6B)
7543.....	Naval Aviator (EA-6B)
7557	Naval Aviator (KC-130)
7563.....	Naval Aviator (UH-1N)
7562/66.....	Naval Aviator (CH-46, CH-53D/E)
7565	Naval Aviator (AH-1W)

ADJUTANT (0180)

0180 Military Occupational Specialty (MOS)

1. Introduction

Are you interested in being an adjutant (S-1 Officer)? This MOS is an exciting, challenging, and rewarding experience. As an adjutant, you will work with senior leaders and influential civilian personnel almost everyday. The following information should provide you with sufficient knowledge about this MOS.

2. What is this MOS like?

Adjutants serve as staff officers coordinating administrative matters of internal staff sections and external agencies at the staff level (battalion/squadron or higher). They formulate and supervise the execution of the command's administrative policies.

The duties of the adjutant require good grammar, communication, and interpersonal skills. You will deal with senior Marines and civilian professionals who support the Marine Corps in various functions. The challenge of this MOS is that you are expected to continuously handle multiple taskings, which in turn, create what seems like a never-ending cycle.

3. What will I do after TBS before I get to my first billet?

The Adjutant Course is located at the Personnel Administration School, Camp Johnson, Camp Lejeune, North Carolina. There are four classes per year, with approximately 25 training days per class. The school is very general and gives you the basic concept of the MOS. The most important thing to take away from the school is familiarization with most of the references you will use in the operating forces. If you are between classes, you can expect to do "on the job training" at your assigned command until the next class begins.

After graduation from the Adjutant Course, you will have a Military Occupational Specialty (MOS) of 0180. You will be prepared for duty as the adjutant at the battalion/squadron level.

4. What will my first tour be like?

You can expect to do your first tour with a battalion level unit. Billets for adjutants are located in most geographic locations. Since the 0180 field is generally short (not enough adjutants), you have a good chance of finding a billet in your desired geographic area.

You will have approximately 3 to 15 Marines under your supervision. The administrative chief will be your right hand man. He or she is usually a staff or gunnery sergeant. The following is a list of typical day to day tasks: process correspondence, analyze personnel staffing documents, manage message distribution, monitor morning reports, supervise maintenance of correspondence files, supervise maintenance of the directives control point, control and edit recommendations for personal/unit awards and decorations, prepare and monitor the timely submission of fitness reports to HQMC, supervise mailroom operations, manage command classified material control center (CMCC) and handle command legal matters to include NJP, courts-martial, and administrative discharges. Due to the diversity of commands throughout the Marine Corps, the duties and tasks performed by the Adjutant may overlap those of the personnel officer.

5. Where might I go after my first tour?

There is no set career pattern for an adjutant. After you finish your first tour, you may be assigned to a regimental or division level billet. However, you could do another tour with an operating force unit or possibly a B-billet assignment. If you are slated to go to a “Victor” (deployable) unit, you can expect to do a six-month unit deployment program to Okinawa, Japan or MEU (SOC) float.

6. Where else can I look for information on this MOS?

Applicable web sites: To answer general administrative questions you might have concerning the course at Camp Johnson, go to www.lejune.usmc.mil/mcsss/pa/index.htm and then highlight frequently asked questions. From this website, you can also highlight the Adjutant’s course and be able to see the subjects covered during the course. For individual training standards (ITS) of an adjutant, go to www.usmc.mil/directiv.nsf/by+category. There highlight SSIC 01000 Military Personnel and find MCO 1510.53C. The ITS of your future Marines will be listed as well.

7. Conclusion

Adjutants serve in every clime and place. The expertise they bring to the table is invariably sought out by all commanders. The varied day to day activities and interaction of personnel make this MOS the most diverse billet in the Marine Corps.

INTELLIGENCE

(0203, 0204, 0206, 0207)

0203 Military Occupational Specialty (MOS)

1. Introduction

If you are attracted to the infantry occupational field and the intelligence field, the ground intelligence MOS may offer the best of both worlds. Created in 1994 to improve intelligence at the tactical level in the Marine Corps, this field provides intelligence officers with an opportunity to command at the onset of their careers.

2. What is this MOS like?

Initially, the ground intelligence officer will serve as a scout sniper platoon commander in the infantry battalion. In this respect, this MOS is much like the infantry for the first 12 to 18 months. Upon successful completion of this first billet, you will probably serve as an intelligence officer on a battalion, regiment or division staff. If you particularly enjoyed commanding a scout sniper platoon, you may volunteer to command a reconnaissance platoon. If selected, following a rigorous screening process, you will command a reconnaissance platoon for approximately 24 months. You must be eligible for top secret clearance with access to special compartmentalized information (TS/SCI) based on a Single Scope Background Investigation (SSBI).

3. What will I do after TBS before I get to my first billet?

Before leaving Quantico, you will attend IOC for ten weeks along with your infantry contemporaries. Upon graduation from IOC, the ground intelligence officers will attend the SSPC (Scout Sniper Platoon Commander Course) at the Scout Sniper Instructor School at Weapons Training Battalion for two weeks. Following SSPC, you will attend the six-week Ground Intelligence Officer Course (GIOCI) at the Navy/Marine Corps Intelligence Training Center in Dam Neck, Virginia. Here you will learn the requisite skills to perform as an intelligence officer on a battalion, regiment or division staff.

4. What will my first tour be like?

All ground intelligence officers will be assigned to one of the three divisions within the Marine Corps. Those assigned to First Marine Division and Second Marine Division may serve temporarily on the division intelligence officer's staff until they can be permanently assigned to one of the infantry battalions as a scout sniper platoon commander. The officers assigned to Third Marine Division in Okinawa may serve on the division staff for a longer period of time. In some cases, these officers may be selected to serve as reconnaissance platoon commanders and may receive some of their requisite training prior to departing for Okinawa.

Commanding a scout sniper platoon is a physically and mentally challenging job. Scout sniper platoons consist of 8 two-man teams and a small headquarters section. The mission of these teams is to support combat operations by providing precision direct fire on selected targets, controlling supporting arms, and collecting and reporting information. You are responsible for training the teams and will work closely with the battalion intelligence officer and battalion operations officer in their employment.

Your deployment opportunities are dependent on the battalion to which you are assigned. Like the infantry officers in your IOC class, you can be assigned to a battalion conducting a six or seven month deployment to Okinawa as part of the Unit Deployment Program (UDP), or to a battalion conducting a Marine Expeditionary Unit (Special Operations Capable) (MEU(SOC)) deployment.

5. Where might I go after my first tour?

Upon augmentation and three or more years of intelligence experience, all Marine Corps intelligence officers from the four specialty intelligence MOSs (MOS 0203, 0204, 0206, and 0207) are redesignated as a MAGTF Intelligence Officer, MOS 0202. This MOS is granted upon completion of the MAGTF Intelligence Officer Course (MIOC) at NMITC in Dam Neck, Virginia. MIOC develops officers who can apply intelligence tactics, techniques, and procedures to support the commander across a multi-disciplined spectrum in a MAGTF and joint environment. After qualification for the 0202 MOS, the officer can be assigned to any level of the Marine Corps, external billets (mostly US Navy billets), joint intelligence tours, and national intelligence agencies. There are several opportunities to command intelligence organizations and other units within the Marine Corps. These opportunities range from command of Marine students in other service intelligence schools, through multiple command billets in the three intelligence battalions, to command of a SIGINT company or battalion.

6. Where else can I look for information on this MOS?

- Infantry Officer Course Homepage:
Navy/Marine Corps Intelligence Training Center Homepage: <http://www.cnet.navy.mil/nmitc/>
- Ground Intel Officer Course Homepage:
http://www.cnet.navy.mil/nmitc/dgit/marine_active/mactive_frame.html

7. Conclusion

The 0203 MOS is a challenging profession. You will work with some of the most talented and dedicated Marines in the Corps. Regardless of your MOS assignment, you will find that this is the most rewarding aspect of the Marine Corps. Additionally, your 0203 experience will open up command possibilities in the future.

0204 Military Occupational Specialty (MOS)

1. Introduction

As a human intelligence (HUMINT)/counterintelligence (CI) officer, MOS 0204, you will be expected to conduct limited human intelligence collection, and counterintelligence operations for the MAGTF. Prior to 1994 this field was reserved for limited duty officers (LDO) and warrant officers with over a decade of experience in HUMINT/CI.

2. What is the MOS like?

HUMINT is intelligence derived from human sources, such as prisoner interrogation and clandestine sources. Counterintelligence comprises activities that prevent non-friendly organizations or persons from obtaining information about our activities. As a 0204, you will conduct counterintelligence and human intelligence operations in support of the MAGTF. You will lead interrogator-translator Marines (MOS 0251) and counterintelligence Marines (MOS 0211). Unlike many MOSs, the 0204 is responsible for many legal and liaison issues with national and theater-level organizations.

Beyond the top secret/sensitive compartmentalized information (TS/SCI) security clearance requirement, the most important attribute for a CI/HUMINT officer is “people-skills.” Your ability to make and maintain contacts is your “bread and butter.” You and your subordinates can expect to conduct operations like recruiting agents (people who give us information for money or other reasons), conduct liaison with other military and government agencies to provide force protection information, conduct terrorism threat analysis and anti-terrorism awareness classes, and interrogate prisoners-of-war.

3. What will I do after TBS before I get to my first billet?

You will attend the MAGTF Counterintelligence Course in Dam Neck, Virginia. This intense 17 1/2 week entry-level course is designed to train officers and enlisted Marines entering CI, occupational fields 0204 and 0211. Emphasis is placed on CI/HUMINT related roles, functions, and operations performed while serving as a member of a CI team in support of a MAGTF.

4. What will my first tour be like?

Initially, you will be assigned to one of the CI/HUMINT companies resident in each Marine Expeditionary Force (MEF) as either a platoon commander or a staff officer in the company headquarters. During this time, you will have additional opportunities to train your team during the many exercises the MEF will assign CI/HUMINT units to complete. Every Marine Expeditionary Unit (MEU) deployment has a CI/HUMINT officer leading a HUMINT Exploitation Team (HET) consisting of a counterintelligence sub-team and two interrogator-translators. As there are a limited number of MEU 0204 billets, this opportunity will likely only be offered to those 0204s who have demonstrated their abilities in the intelligence battalion and CI/HUMINT company commanders. There are other opportunities to deploy from the CI/HUMINT company.

5. Where might I go after my first tour?

Upon augmentation and three or more years of intelligence experience, all Marine Corps intelligence officers from the four specialty intelligence MOSs (MOS 0203, 0204, 0206, and 0207) are redesignated as a MAGTF Intelligence Officer, MOS 0202. The MOS is granted upon completing the MAGTF Intelligence Officer Course (MIOC) at NMIC in Dam Neck, Virginia. MIOC fosters the development of officers who can apply intelligence tactics, techniques, and procedures to support the commander across a multi-disciplined spectrum in a MAGTF and joint environment. After qualification for the 0202 MOS, the officer can be assigned to any level of the Marine Corps, external billets (mostly US Navy billets), joint intelligence tours, and national intelligence agencies. There are several opportunities to command intelligence organizations and units within the Marine Corps. These opportunities range from command of

Marine students in other service intelligence schools, multiple command billets in the three intelligence battalions, to command of a SIGINT company or battalion.

6. Where else can I look for information on this MOS?

- Marine Corps Intelligence Association <http://mcia-inc.org/>
- Marine Corps Counterintelligence Association <http://mccia.org/>
- DefenseLink <http://www.defenselink.mil/>

7. Conclusion

As an 0204 you will work with some of the smartest Marines in the Corps to accomplish an exciting and necessary mission. You will develop people skills that will make you successful whether you choose the Marine Corps as a career, or whether you choose to transition after your first tour.

0206 Military Occupational Specialty

1. Introduction

Signals Intelligence (SigInt) provides the best of both worlds. This field requires traditional Marine Corps field skills and high-end technical knowledge. If you want a job that challenges you both physically and mentally and provides opportunities for independent command early in your career, consider the 0206 occupational field.

2. What is this MOS like?

This MOS is best suited for officers who want to lead very bright Marines. The minimum GCT for Signals Intelligence Marines is one of the highest in the Corps. Though working with people at this intellectual level can make for some unique leadership challenges, being their leader is one of the most rewarding opportunities imaginable.

Although your entry-level training does not require a 4.00 GPA in engineering or applied mathematics, this is a technical field; a basic understanding of college physics and computers will help you immensely. Technical skills, such as basic communications theory and LAN/WAN fundamentals, will be taught at your first duty station, since most of the technical aspects of the MOS are no longer taught at the officers' school.

You are required to maintain the highest security clearance, top secret with access to sensitive compartmentalized information (TS/SCI). Some assignments require a polygraph, but if you aren't a foreign spy, don't worry.

SigInt Marines support forward-deployed Marine Expeditionary Units (MEU) and other MAGTFs. If you are averse to living in the field, eating MREs, and performing physical work, you will not excel. Likewise, if you are averse to augmenting MEF-level staff sections or if you stutter when talking to colonels, you will be ineffective.

3. What will I do after TBS before I get to my first billet?

After TBS you will attend school in Pensacola, Florida for three months. School is extremely demanding, and not necessarily fun. There is no time in the field and the focus is on learning United States SigInt Directives (USSIDs). Learning USSIDs and how the Marine Corps contributes to the United States SigInt System (USSS) is important, because collecting others' communications is serious business. Mistakes can have strategic implications as well as resulting in criminal charges against you. Therefore, learn the basics for three months, so you can have fun later. It is a small price to pay in the big picture, and Pensacola is a great town.

4. What will my first tour be like?

Your first tour will be at one of the two radio battalions. First Radio Battalion is located in Kaneohe, Hawaii, and supports Marine Forces Pacific (MarForPac), First Marine Expeditionary Force (I MEF), and III MEF. Second Radio Battalion is in Camp Lejeune, North Carolina, and supports Marine Forces Atlantic and II MEF. You can expect to be a platoon commander with any of the following collection assets: Radio Reconnaissance Platoon, for deep battle collection; SIGINT Support Platoon, for direct support to the ground or air combat commander; or Mobile Electronic Warfare Support System (MEWSS) Platoon, for early warning and electronic attack operations with Light Armored Reconnaissance. After proving yourself as a platoon commander, you will lead independent detachments, which comprise teams from any or all of the three types of platoons listed above. Overall, you can expect to be deployed about 35 percent of your time at your first duty station. The most sought after billet is SIGINT Support Platoon Commander for a Marine Expeditionary Unit (Special Operations Capable), which usually happens at the end of your Radio Battalion tour.

5. Where might I go after my first tour?

You will probably be sent to the Navy/Marine Corps Intelligence Training Center (NMITC) in Dam Neck, Virginia, for transition training to the 0202 MOS, MAGTF Intelligence Officer. You could also be assigned to Marine Support Battalion at the National Security Agency, any of the divisions or wings, or to Headquarters Marine Corps (HQMC).

6. Where else can I look for information on this MOS?

- Marine Corps Intelligence Association <http://mcia-inc.org/>
- Marine Corps Counterintelligence Association <http://mccia.org/>
- DefenseLink <http://www.defenselink.mil/>

7. Conclusion

As an 0206 you will work with some of the smartest Marines in the Corps to accomplish an exciting and necessary mission. You will develop people skills and technical skills that will make you successful whether you choose the Marine Corps as a career, or whether you choose to transition after your first tour.

0207 Military Occupational Specialty (MOS)

1. Introduction

If you are attracted to the intelligence occupational field, but want to be associated with Marine aviation, the air intelligence field is probably the job for you.

2. What is this MOS like?

As an 0207, you will enjoy the Aviation side of the Marine Air Ground Task Force as a member of the Aviation Combat Element (ACE). As the ACE intelligence officer, you are a primary staff officer and serve as the principal advisor to the ACE Commanding Officer on all matters pertaining to the enemy. You will focus much of your time researching and briefing on various topics from weather forecasts to enemy integrated air defenses. Like all of the intelligence occupational fields, you will develop an analytical mind and “people skills”.

3. What will I do after TBS before I get to my first billet?

Marine Second Lieutenants assigned the Air Intelligence Officer (0207) MOS will attend the Naval Intelligence Officer Basic Course (NIOBC), located at the Navy and Marine Corps Intelligence Training Center at Dam Neck, VA. This intense twenty-two week course provides the basic training required to perform the duties and functions associated with operational intelligence assignments. The prerequisite for this course is a top secret clearance. A Single Scope Background Investigation (SSBI) must be initiated prior to reporting.

4. What will my first tour be like?

Upon completion of NIOBC you can expect an initial assignment to any echelon of the Marine Air Wing, from VMAQ (Prowler) squadron, to Marine Air Group, to MAW G-2. Duties will vary with billet assignment, but will likely involve targeting, collections and dissemination. You may also be assigned to the MEF’s Intelligence Battalion. Marines who excel in this MOS have strong analytical and public speaking skills. A solid base in computer skills is also helpful, as this MOS is heavily reliant upon technology.

5. Where might I go after my first tour?

Upon augmentation and three or more years of intelligence experience, all Marine Corps Intelligence Officers from the four specialty intelligence MOSs (MOS 0203, 0204, 0206, and 0207) are redesignated as a MAGTF Intelligence Officer, MOS 0202. The MOS is granted upon attending the MAGTF Intelligence Officer Course (MIOC) at NMITC in Dam Neck, Virginia. MIOC fosters the development of officers who can apply intelligence tactics, techniques, and procedures to support the commander across a multi-disciplined spectrum in a MAGTF and joint environment. After qualification for the 0202 MOS, the officer can be assigned to any level of the Marine Corps, external billets (mostly US Navy billets), joint intelligence tours, and national intelligence agencies. There are several opportunities to command intelligence organizations and units within the Marine Corps. These opportunities range from command of Marine students in other service intelligence schools, multiple command billets in the three intelligence battalions, to command of a SIGINT company or battalion.

6. Where else can I look for information on this MOS?

- Navy/Marine Corps Intelligence Training Center Homepage: <http://www.cnet.navy.mil/nmitc/>

7. Conclusion

The 0207 MOS will prove rewarding and challenging. You will mesh the intricacies of intelligence, analysis and targeting to maximize the awesome firepower of the Aviation Combat Element.

INFANTRY

(0302/0303)

0302/0303 Military Occupational Specialty (MOS)

1. Introduction

Do you want to be the main effort? Every Marine is a rifleman and every MOS exists to support the Infantry. The infantry is a challenging and exciting place for new lieutenants. You are responsible for leading Marines through rigorous training and preparing them for ground combat missions. You will be expected to plan, direct, and assist in the development of orders and tactical employment of subordinate infantry and reconnaissance units. Some tasks conducted by infantry officers are:

- Gather and evaluate intelligence on enemy strength and position
- Develop offensive and defensive battle plans
- Coordinate with supporting units such as tanks, AAVs, aviation, or artillery
- Direct the use of infantry weapons and equipment, such as mortars, machine guns, rockets, and antitank missiles
- Develop and supervise unit training
- Supervise the maintenance of infantry weapons and equipment
- Direct administrative activities

Additionally, some infantry officers are assigned out of the Infantry Officer's Course to Light Armored Reconnaissance (LAR) units. Here lieutenants are responsible for the deployment, tactical employment, and maintenance of LAR units. All infantry officers are responsible for the morale, discipline, and welfare of the Marines assigned to their charge.

2. What is this MOS like?

This MOS is physically demanding and mentally challenging. You will be expected to lead your Marines from the front. Often you will find yourself making time-sensitive decisions without all the information you would like. While, there is no ideal list of attributes that guarantee success as an infantry officer some helpful attributes are the ability to lead and motivate others, willingness to accept a challenge and face danger, willingness to accept responsibility, and an interest in land battle history and strategy. As an infantry officer you will be out in the field for extended periods of time, often with little sleep or rest, so it is helpful to be physically fit. I strongly recommend that anyone interested in the infantry score at a minimum a 1st Class PFT.

3. What will I do after TBS before I get to my first billet?

All infantry officers attend the Infantry Officer Course (IOC) at Quantico, Virginia upon completion of TBS. This 10-week course prepares new infantry officers for service as company grade officers in the fleet. IOC class dates usually are aligned with TBS cycles; therefore, downtime between TBS and IOC is limited. Most classes will start within two weeks of TBS graduation, and in some instances just a few days. Upon completion of IOC all officers will receive the MOS 0302. Lieutenants will usually be allowed 30 days leave in conjunction with their orders to their first unit after IOC. Those officers headed to LAR will receive the additional MOS of 0303 (Light Armored Vehicle Officer) after completion of the LAV Leaders Course, a 6-week course taught at the School of Infantry in Camp Pendleton. In a few instances, usually due to deployment cycles, some officers may not attend the LAV leaders' course right away but will receive the 0303 MOS after a period of on the job training at their unit. Once attached to their first unit, officers may have the opportunity to attend a variety of schools such as Mountain Leader, Ranger School, Cavalry Leader, Scout Swimmer, Mortar Platoon Leader, and MOUT instructor to just name a few.

4. What will my first tour be like?

Duty Stations: There are 24 active duty infantry battalions and 3 active duty LAR battalions in the Marine Corps. Camp Lejeune has 9 infantry battalions and 1 LAR battalion. Camp Pendleton has 8 infantry battalions and 1 LAR battalion. Twentynine Palms has 4 infantry battalions and 1 LAR Battalion. Hawaii has 3 infantry battalions.

Deployments & Training: Training is the way of life for the infantry. You can expect to spend 6-10 days of every month in the field as you prepare for your deployment. When you're not in the field you will conduct physical training, teach classes, conduct maintenance, and required administration. Most units go through a progressive cycle in training from individual to Battalion/MEU level. All infantry battalions deploy on a regular schedule either through the MEU (SOC) program or the Unit Deployment Program (UDP) to Okinawa, Japan. Deployment cycles are 6 months deployed followed by 18 months stateside. Hawaii units are the exception. They deploy for 7 months followed by 14 months. In addition, you'll leave your home base for several shorter training deployments prior to going overseas, such as going to 29 Palms for the combined arms exercise (CAX), or Bridgeport, CA for mountain warfare training.

Billets: Normally new lieutenants are assigned as Rifle Platoon Commanders for a period of 12 months, although it is not uncommon to be assigned a Weapons Platoon. After this period you will usually become a Company Executive Officer, a Weapons Company Platoon Commander, or move to H&S Company, to be assigned to the Battalion staff. You can expect at least 1 deployment, although plans are being worked now to have more lieutenants stay in the fleet for two deployments. Your tour in the fleet will usually be between 24 and 36 months.

5. Where might I go after my first tour?

Infantry Officers are unrestricted line officers and can be assigned to anywhere. Following your first tour, expect a B-billet assignment, such as: recruiting, Marine Security Guard (MSG) Duty, TBS instructor, the drill field, or security forces, to include FAST Company. Some officers choose to transfer to Reconnaissance units, both Force and Division. An option for some is to do a career broadening tour in the fleet and receive a secondary MOS, such as logistics, intelligence, or public affairs. Infantry Officers usually are eligible for most of the programs listed in Chapter XX. The bottom line is that as an infantry officer you have many options available to you.

6. Where else can I look for information on this MOS?

The best source is to talk to infantry officers with different experiences. You might also want to surf the net by starting at www.usmc.mil and then try some of the links to infantry units to see what they are doing. The Army publishes a newsletter called *INFANTRY*, which talks about current issues. There are many books from almost every war that discuss the role of infantry officers.

7. Conclusion

Being an Infantry Officer is an exciting and diverse career. You will be in the field, directly responsible for mission accomplishment, and the welfare of your subordinates. If you liked the old recruiting poster "we didn't promise you a rose garden..." then you will like being an infantry officer, since this MOS requires you to be a leader of Marines.

LOGISTICS

(0402)

0402 Military Occupational Specialty (MOS)

1. Introduction

The Logistics Officer is one of the most versatile and challenging occupational specialties in the Corps. Logistics Officers (0402s) are responsible for coordinating the Combat Service Support functions in every major unit in the operating forces and at all levels of command. There never seem to be enough 0402s in the operating forces. As a result, junior officers receive tremendous amounts of responsibility very quickly.

2. What is this MOS like?

The field of logistics can be a very rewarding experience if you enjoy being the "go-to guy". You are generally performing a unique function as a platoon commander or staff officer with a unit in the operating forces. You have a high degree of visibility with commanders. You will plan long-range projects, manage multiple tasks, analyze data and performance, and resourcefully lead Marines to achieve your support mission.

The 0402 MOS has recently undergone a major change. MOSs 0402 and 3502 (Motor Transport Officer) have been combined under one MOS – 0402. The Logistics Officer Course continues to evolve as the training standards formerly divided under these two MOSs are fused. Two of three MEFs (Marine Expeditionary Force) have combined their Motor Transportation Battalions and Landing Support Battalions. II MEF should complete the transition during 2000. 0402 officers are eligible to fill any logistics or motor transport officer billet in the Marine Corps.

As a Logistics Officer you can expect a tremendous amount of responsibility. Your level of involvement in planning operations will be beyond that of your peers. You can expect opportunities for command and deployment with platoons containing more personnel and equipment than an infantry platoon. Finally, you can expect that a commander will turn to you, Second Lieutenant Smith, and say, "Can we do this?"

3. What will I do after TBS before I get to my first billet?

After TBS you can expect to go to the Logistics Officer Course, Marine Corps Combat Service Support Schools (MCCSSS), Camp Lejeune. The school is approximately 55 training days. Major topics of study include logistic functions, motor transport, strategic mobility, readiness, and combat service support (CSS).

4. What will my first tour be like?

Your first tour as a logistics officer will be in the operational forces. Billets as a battalion/ support squadron Assistant Logistics Officer (S-4A), Maintenance Management Officer (MMO), or Motor Transport Officer (MTO) are the most common in the Division and the Wing. In the Force Service Support Group (FSSG) the diversity of 0402 jobs is greater. The FSSG also has requirements for battalion S-4As, MMOs and MTOs, but require platoon commanders in Transportation Support Battalion (TSB) and MEU Service Support Groups (MSSG). Later in your first tour you may find opportunities to fill other billets such as Assistant Operations Officer (S-3A) for battalion or MSSG staffs.

As a logistician, you may find yourself leading as few as three Marines or as many as a hundred Marines. The wide spectrum of duties and responsibilities as both staff officer and platoon commander offers a number of leadership challenges. Your job may be personnel intensive (a Landing Support Platoon

Commander) or focused on equipment readiness (MMO) or both (Motor Transport Platoon Commander). As part of a MEU Service Support Group (MSSG), you will deploy all over the world. Assignments to Transportation Support Battalion may also include Air Delivery Platoon Commander and Operations Officer billets which require officers to perform parachute duties and offer opportunities for additional qualifications (Basic Airborne, Air Delivery Material Officer Course, jumpmaster, and others).

As a Logistics Officer assigned to Division, you can expect a three-year tour with at least one MEU or Unit Deployment Program deployments. Additionally, you will deploy for unit training to Twentynine Palms, for Combined Arms Exercises. You may also expect deployments to the Marine Corps Mountain Warfare Training Center, Bridgeport, California, or Norway for mountain and cold weather training.

In the FSSG, you can expect to deploy to Twentynine Palms, Puerto Rico, Norway, Australia, Korea and other locales to support both FSSG and Division training exercises. MSSG assignments are typically eighteen months long and generally offer only one opportunity for a MEU deployment.

As a Logistics Officer assigned to a Wing unit, you will find deployments considerably less frequent. Deployments are generally within the continental United States (CONUS).

5. Where might I go after my first tour?

Schools: If you have been promoted to captain by the end of your first tour, you will be eligible to attend either Amphibious Warfare School, Combined Logistics Officer Course and Command and Control Systems Course.

Command: Opportunities for command at the platoon and company level are as frequent as those for your combat arms contemporaries. Command billets are typically staffed by captains and majors at the company level and are most prevalent in the FSSG. Senior first lieutenants may fill these billets as personnel shortages dictate.

B-billets: Logistics officers are eligible for a variety of B-billets including Recruiting Duty, Marine Corps Security Forces, and Instructor Staff at The Basic School and duty aboard the recruit depots. Your monitor is the best source for billet availability since the needs of the Marine Corps are constantly changing.

Lateral Moves: Lateral moves away from the 0402 MOS are rare. Shortages of experienced officers generally require officers from other specialties to move into the 0402 field. Applications for lateral moves will be considered on a case by case basis.

6. Where else can I look for information on this MOS?

Web Sites: USMC Homepage
<http://www.usmc.mil/> (Marine link)

Publications: MCO 1510.61C (Individual training Standards (ITS) System for Embarkation/Logistics Occupational Field 04)

7. Conclusion

The Logistics Officer MOS is one of the most challenging and rewarding MOSs in the Marine Corps. You are a key player in your unit and truly facilitate all operations. Leadership opportunities are present at all levels and positions.

COMMUNICATIONS

(0602)

0602 Military Occupational Specialty (MOS)

1. Introduction

The wave of the future is upon us. Information and communications technology growth is a magnet for opportunity. Come see what it could have in store for you.

2. What is this MOS like?

Formerly known as the (2502) Communications Officer or the (4002) Data Systems Officer this new MOS brought together the closely related technical fields. It encompasses the planning, installation, operation, displacement, and maintenance of data, telecommunications, and computer systems. Communications Information Systems are the backbone for Command and Control of operating forces throughout the Marine Corps. This field requires a dedicated and talented individual who possesses the intellect to understand the rapidly changing, highly technical field of telecommunications and information systems. Prerequisites:

- Must be eligible for a top secret clearance based on a special background investigation.
- Complete the Basic Communication Information Systems Officer Course (CISOC), MCCDC, Quantico, Virginia.

3. What will I do after TBS, before I get to my first billet?

Generally after completing TBS you will be assigned to CISOC for a period of 23 weeks to complete your MOS training. There are two courses each year one starting in March and one in September. At school you can expect to study the following core subjects:

0100- Introduction to Marine Corps Communications and Information Systems
0200- Single Channel Radio
0300- Communication Security Material System
0400- Introduction to Data Communications Network
0500- Introduction to Local Area Networks
0600- Switched Backbone
0700- Communications Plans and Orders
0800- MAGTG Command Element Communication Information Systems
0900- FMF Communication Organizations 1000- Power 1200- Introduction to Maintenance Management

Upon graduation you will be assigned a 0602 MOS.

4. What will my first tour be like?

As a Communication Information Systems Officer you have the advantage of being able to be assigned to any component of a MAGTF. Some of the billets that you can expect within a MEF during your first tour include Battalion Communication Information Systems Officer, Communications Platoon Commander, or an Information Systems Management Officer. Some of the subject areas of responsibility include the following: S-6 responsibilities, staff planning action & briefings, single channel radio: HF, UHF, & VHF (to include SINCGARS), cryptographic hardware devices, analog and digital telephones, analog and digital switching systems, multi-channel radio systems, troubleshooting and systems control, command post

configurations - site selection and displacements, basic computer operations, data communications local area / wide area networking (Windows NT), communications security responsibilities, electronic warfare, navy communications, joint communications and Marine satellite systems.

5. Where might I go after my first tour?

Opportunities are endless. There are so many billets available in this growing MOS, you can usually go where you want to go. Talk with your monitor and determine a position “just right for your capabilities.” Don’t forget there are billets throughout the MAGTF – try to complete a billet within each component and make yourself a competitive asset. Additionally there are numerous opportunities to be assigned to outside agencies, either in a joint billet within a component headquarters or a tour with a DoD agency like Defense Information Systems Agency (DISA) or the White House Communication Agency (WCA).

6. Where else can I look for information on this MOS?

- CISOC homepage - <http://www.ccss.quantico.usmc.mil/cisoc/default.htm>

7. Conclusion

As a Communications Officer, you have the potential to be the central hub of your unit. The success of your unit’s mission could depend solely on command and control, and communications is an essential element of that command and control component. You will be on the leading edge of technology within the Marine Corps and as such, you will be looked upon to contribute to the direction of communications within the Corps.

ARTILLERY

(0802)

0802 Military Occupational Specialty (MOS)

1. Introduction

Artillery is an exciting and demanding combat-arms MOS. The Mission of Marine Artillery is “to furnish close and continuous fire support by neutralizing, destroying or suppressing targets which threaten the success of the supported unit.” Accomplishment of this mission requires technical expertise and dynamic leadership.

2. What is this MOS like?

Marine artillery officers lead Marines in tactics, gunnery, gun-line drill, communications, maintenance, transportation, and logistics. In fire support, they work closely with the supported maneuver units: infantry, light armored reconnaissance, and tanks. Artillery is an equipment intensive and technical MOS. Yet, it is similar to the infantry, both in mission and in daily activities. The experience you gain in these varying duties will give you a well-rounded familiarity with most MOSs in the Corps. If you are a well-rounded Marine officer and you like complex challenges that are a combination of technical and leadership problems, then you will like artillery.

3. What will I do after TBS before I get to my first billet?

Upon graduation from TBS, you will report to the next Field Artillery Officers Basic Course (FAOBC) at Fort Sill, Oklahoma. Assigned to the Marine Detachment Fort Sill, you will study with Army second lieutenants the disciplines of fire support, fire direction, tactics, gunnery, communications, logistics, vehicular land navigation, and battery operations.

FAOBC classes start throughout the year but do not always coincide with TBS graduations. You may experience a delay after TBS or you might have to leave Quantico early to report to Fort Sill. If you are delayed, you might be assigned to temporary duty to conduct on the job training with your future battalion.

Academics are tough at Fort Sill. Marines regularly finish as honor graduates and are expected to be in the top percentiles. You will form friendships within the artillery community that will last your entire career.

4. What will my first tour be like?

When you report to the operating forces, you will be assigned to a firing battery within an artillery battalion. The primary jobs for a lieutenant are Forward Observer (FO), Guns Platoon Commander (AXO), Fire Direction Officer (FDO), Liaison Officer (LNO), and Executive Officer (XO). Rarely will you have the opportunity to fill all of these primary billets. But, in order to gain MOS experience (and credibility) it is important that you serve in both the battery position and in a fire support billet.

From the small unit integrity of a four man FO team to the responsibility of a sixty-five man platoon, every billet in the battery is an opportunity to lead. FO's are attached to the supported maneuver company HQ to coordinate artillery fires within the company Fire Support Team (FST). The XO runs the battery; he is responsible for the execution of the CO's intent for training, maintenance and for execution of the mission. The FDO is responsible for the technical application of gunnery determined in the Fire Direction Center. He is generally the HQ platoon commander. The AXO is the platoon commander for the six howitzer sections and is the alternate to the XO and the FDO in the firing position. He has the opportunity to

execute both of their duties. The LNO is in charge of the liaison section, which includes the FO teams, and he provides advice on the employment of artillery to the supported maneuver commander in the Fire Support Coordination Center (FSCC).

On a regular day in garrison, you begin your day around 0600 for PT. A typical day in “the rear” is generally scheduled from 0730 till 1630, with a break from 1130 to 1300. You will train, conduct maintenance, counsel, and prepare for future exercises and operations during this time. You will also work, as a collateral duty officer, with a SNCO expert and provide leadership to your respective section(s). The Motor Transport Officer (MTO) manages the maintenance and readiness of more than forty pieces of rolling stock and its associated gear. The Supply Officer works with the Battalion “SuppO” officer to ensure readiness and accountability of battery gear and to prepare the battery for deployments. The Communications Officer oversees the maintenance and accountability of over twenty radio sets, computers, and associated vehicles, antennas, and gear. You can anticipate changing some or all of your duties every six to twelve months.

During your tour, you will probably go on at least one six month deployment and several month long field ops; additionally, you will go to the field during the week several times a quarter. Couple that schedule with the leadership expected of a small unit leader and you will find yourself prioritizing carefully and dedicating a lot of time to your unit and to your men.

Some common non-firing battery assignments for an artillery lieutenant are S-3A, S-3B, S-4A, HQ battery CO/ XO, MEU Targeting Information Officer (TIO), and Base Range Control Officer.

5. Where might I go after my first tour?

After their first two to four year “fleet” tour, artillery officers, along with other combat arms officers typically go on a two to three year B-billet. Although there are too many opportunities to list, some common billets for artillerymen are Enlisted Recruiting and Officer Selection Officers, Recruit Depots in Parris Island and San Diego, Instructor Duty at OCS, Fort Sill and TBS, and Marine Corps Security Forces and Security Guard duties (all over the world).

Before you return to the operating forces for your second “fleet” tour, you will most likely attend one of three career level Professional Military Education (PME) courses. Amphibious Warfare School and Command & Control Systems Course, in Quantico, are ten-month schools that develop officers from every MOS in their MAGTF skills. The Field Artillery Captain’s Career Course (FACCC), in Fort Sill Oklahoma, is a six-month school that instructs Army and Marine officers in advanced gunnery, fire support, and regiment and higher level operations.

The Professional Artillery Refresher Training (PART) is a three week course held every spring at Fort Sill for officers returning to artillery from outside the operating forces, who did not complete the FACCC.

6. Where else can I look for information on this MOS?

USMC Detachment Fort Sill

Fort Sill

Marine Link

Artillery in the Attack Position Warfare

Fire Power-British Weapons and Theories of War 1940-1945

Field Artillery and Firepower

Firepower in a Limited War

German Artillery in the Breakthrough

Gunners at War

Three-War Marine

The Man Behind the Guns

<http://sill-www.army.mil/tngcmd/usmc/tcusmc.htm>

<http://sill-www.army.mil/>

<http://www.usmc.mil/>

Col George Burchmuller

Shelford Bidwell

J.B.A. Bailey

Col Robert H. Scales

Col George Bruchmuller

Shelford Bidwell

Col Francis Fox Parry

E. G. Longacre

7. Conclusion

Field Artillery is a close-knit community imbued with a distinct heritage unlike any other MOS in the Corps. Artillery officers are renowned for their professionalism, diligence and love for the art and science of their trade.

Remember the power you felt firing the .50 caliber Heavy Machine Gun? Imagine yourself giving the command to “Fire!” and feeling the thunder as six eight ton cannons simultaneously hurl six hundred pounds of steel up to eighteen miles down range. Once you have the opportunity to either fire, or call for fire, you will truly understand why artillery is “The King of Battle”.

COMBAT ENGINEER

(1302)

1302 Military Occupational Specialty (MOS)

1. Introduction

The Combat Engineer brings many unique capabilities to the Marine Air Ground Task Force. From breaching a minefield in support of an infantry battalion to building a bridge or repairing a medical clinic in a hurricane-ravaged third world country, the Marine Corps Combat Engineer stands prepared to accomplish a myriad of assignments. If the thought of leading combat arms Marines in one of the most diverse MOS in the Marine Corps appeals to you, consider life as a Marine Corps Combat Engineer.

2. What is this MOS like?

Due to the breadth of tasks in the engineer occupational field, each mission you receive may bring a new challenge. Engineering is both a combined arms and a combat support function. It is divided into four distinct areas: mobility, countermobility, survivability and general engineering. You will be responsible for training your platoon to ensure it can accomplish all of the numerous tasks required of an engineer platoon. Regardless of where you go in the engineer community, many of the training requirements are identical. The Combat Engineer must maintain a proficiency in route reconnaissance, demolitions, mine and countermine warfare, obstacle emplacement, breaching, and construction. You will be responsible for accomplishing a training plan that will ensure your platoon will succeed when called upon. Additionally, the secondary mission of Combat Engineers is to serve as a provisional rifle platoon, thus requiring you to train your platoon in infantry skills. The Combat Engineer MOS is available to all lieutenants although female Marines may not serve in the Combat Engineer Battalions. You must be at least a class two swimmer and have confidence in your abilities in an environment where an entire battalion's success may rely on your MOS proficiency and military skills.

3. What will I do after TBS before I get to my first billet?

Upon completion of The Basic School, those lieutenants selected into the 1302 MOS will be assigned to a Basic Engineer Officer's Course at Courthouse Bay, Camp Lejeune, North Carolina for a 63-day period of instruction. There are five classes scheduled per year to accommodate each TBS class. This instruction in basic and supervisory level operation and planning skills in engineering related subjects pertaining to mobility, counter mobility, survivability, and general engineering will prepare the student to assume the role of an engineer officer.

4. What will my first tour be like?

Whether assigned to a Combat Engineer Battalion, Engineer Support Battalion, or Marine Wing Support Squadron, you will be a leader of Marines.

The Combat Engineer Battalion (CEB): The Marine Corps currently has two active Combat Engineer Battalions embedded in the First and Second Marine Divisions. The 1st CEB is located at Camp Pendleton, California; 2nd CEB is located at Camp Lejeune, North Carolina. Additionally, there is a reinforced Combat Engineer Company in the Combat Assault Battalion in support of the 3d Marine Division at Okinawa, Japan. Lieutenants in a CEB serve as platoon commanders in support of an infantry battalion that may include deploying with a Battalion Landing Team of a Marine Expeditionary Unit. In this billet, you will serve as both a platoon commander and as the infantry battalion commander's engineer officer. You will be responsible for employing your platoon and engineer equipment in support of the battalion's scheme of maneuver whether performing a route reconnaissance to ensure trafficability of the battalion's

assets, breaching obstacles to maintain the unit's momentum, or developing and emplacing an obstacle barrier plan for the battalion's defense. Additionally, you may find yourself performing explosive breaching and providing mobility to an infantry unit in an urban environment.

The Engineer Support Battalion (ESB): The Marine Corps has three Engineer Support Battalions, one in each Force Service Support Group (FSSG). The 7th ESB is located at Camp Pendleton, the 8th ESB is located at Camp Lejeune, and the 9th ESB is located in Okinawa. In an ESB, a lieutenant may serve as a line company platoon commander or a heavy equipment platoon commander. Deployments from an ESB are normally conducted in company size elements. These deployments are typically construction oriented and may include horizontal or vertical construction, concrete, or lumber projects. Engineer skills are always in demand. You may find yourself as detachment commander of a reinforced platoon conducting construction in a humanitarian aid mission. Lieutenants in an ESB may also serve as platoon commanders in support of a MEU Service Support Group that will include deploying with a MEU. The secondary mission of the ESBs is to reinforce the CEBs.

The Marine Wing Support Squadron (MWSS): Combat Engineers serve in the Engineer Division in a MWSS. This division consists of three platoons: one heavy equipment platoon, one utilities platoon, and one combat engineer platoon. The engineers of an MWSS are capable of duplicating the majority of the ESB tasks and have the additional capabilities of constructing expeditionary airfields and refueling aircraft. The Aviation Combat Element (ACE) is a vital "deep battlespace shaping force" to the Marine Expeditionary Brigade / Marine Expeditionary Force commander during contingencies. The MWSS plays a significant role in providing mobility to the ACE. Thus, a lieutenant serving in an MWSS may be rapidly deployed to a real world conflict at a moment's notice.

5. Where might I go after my first tour?

As you near the end of your first tour, opportunities become available for you to truly begin plotting your course. Many B-billets (billets open to unrestricted officers outside of your primary MOS) are available in recruiting, facilities maintenance, force protection, security forces, or you may choose to seek your first command at a recruit training depot. Upon completion of your B-billet, three career level schools are available to continue your professional education before you return to the operating forces. The Amphibious Warfare School (AWS) and Command and Control Systems Course (CCSC) in Quantico, Virginia are 9-10 month long periods of instruction that are available to every MOS. The Army's Advanced Engineer Officer Course is a 6-month course held at Fort Leonard Wood, Missouri. As an unrestricted officer, you will also be eligible to compete for one of the many other programs that the Marine Corps has to offer. From the Funded Law Program to the Advanced Degree Program or the Naval Post Graduate School, many opportunities will exist for you to explore different realms within the Marine Corps.

6. Where else can I look for information on this MOS?

- The Marine Corps Engineer School www.USMC-ENGR.com.
- Army's Engineer Magazine www.wood.army.mil/ENGRMAG/emag_hp.htm
- U. S. Marine Corps engineer operations www.doctrine.quantico.usmc.mil

7. Conclusion

Engineer units provide a diverse amount of capabilities and are a significant combat multiplier in the Marine Air Ground Task Force. This challenging field is heavily relied upon in real world situations during war and peace. If you want to lead Marines in the field, be challenged in garrison, and be in a MOS that contains the most diverse capabilities in the Marine Corps, Combat Engineering may be your calling.

ARMOR

(1802, 1803)

1802 Military Occupational Specialty (MOS)

1. Introduction

If you want to get into the fight with as much firepower as possible, but you hate to hump in doing so, you might like this MOS. The armor officer needs to think and react quickly. You have to like getting dirty and enjoy working with one of the most technologically advanced vehicles in the world.

2. What is this MOS like?

Due to the speed of the M1A1 tank (40 mph on unimproved terrain) the armor officer must think in the terms of kilometers and not the next 100 meters. Because of the characteristics that tanks bring to the MAGTF, the armor officer is an expert in combined arms tactics. He is very familiar with other MOSs and their contribution to the combined arms fight. Some say, one M1A1 with its armor protected 120mm main gun, two M240G machine guns, and a .50 caliber machine gun bring more direct firepower to the battlefield than a whole infantry company. The experience of driving and firing an M1A1 tank is “overpowering.” The Marine lieutenant first arriving to the fleet will have the opportunity to lead four of these awesome beasts. It’s like SULE II; however, your fire teams are now 68 tons of death-delivering steel monsters.

3. What will I do after TBS before I get to my first billet?

After completing TBS, you will report to Fort Knox, Kentucky. There you will attend a 17-week course, the Armor Officer Basic Course (AOBC). If selected, you could possibly stay 3 more weeks to attend the Scout Leader’s Course. There are 10 AOB courses available per year and extended waiting periods are unlikely.

Fort Knox, Kentucky, is known as the “Home of Armor.” This United States Army Post is home to the Army’s Armor School that provides training to enlisted and armor officers of the United States Army and Marine Corps. The Marine Corps Detachment, Fort Knox, supports Marines attending all schools at the Armor Center. The schools include Marine taught, MOS training for enlisted Marine tankers and tank mechanics arriving from MCT and career courses for Marine enlisted tank and mechanic NCOs. The Armor Officer Basic course and Scout Leader’s course provides instruction for newly commissioned officers. The Armor Advanced Career Course provides career level PME for captains. With approximately 45 permanent party Marines and approximately 120 enlisted and officer students on hand at a time, the Marine Detachment provides a wealth of Marine knowledge to supplement the Marine officers training at AOBC. Every course has a Marine instructor available to give the Marine perspective.

4. What will my first tour be like?

Once you complete training at Fort Knox, you can expect to be stationed at either of the two active duty tank battalions: the 1st Marine Division at 29 Palms, California, or with the 2nd Marine Division at Camp Lejeune, North Carolina. The tank officer will be assigned a platoon consisting of 15 Marines and 4 tanks. As platoon leader you will be responsible for everything your platoon does and does not do. As you will learn, there is little difference from how you were taught to run an infantry platoon at TBS. However, maintenance of your vehicles is a high priority, and you will become very familiar with the Marine Corps maintenance system. Typical time spent as a tank platoon leader is 14 months. Both West Coast and East Coast MEUs are taking tank platoons on 6-month deployments. If selected, you could be the armor expert for the MEU commander on such a float.

Further leadership opportunities include company executive officer and battalion staff billets. Typical length of an armor officer's first tour is 28 months. Normally, a lieutenant completing his time as platoon commander will be selected to be a company executive officer. As XO, you will be further engrossed with the maintenance system and the training plan for the company. Furthermore, as XO, you are the Fire Support Team Leader for the company and still have your own tank to fight. Typical time spent as an XO is approximately 14 months. Any remaining time in the battalion can be expected to be spent in some headquarters billet like the S-3A, S-4A and possibly others. If selected, after completing the platoon commander billet, you could become platoon leader for the battalion's scout platoon. You would work for the Headquarters company while in garrison and for the battalion commander while in the field. Another billet available to lieutenants who have completed their platoon commander billet is the platoon commander for the battalion TOW platoon. This position also falls under the Headquarters company.

5. Where might I go after my first tour?

Armor officers are unrestricted line officers and can usually be assigned anywhere. Most will be assigned to B-billet such as recruiting, the drill field, or TBS or AOB instructor. An option for some is to apply for a supplementary MOS tour and receive a secondary MOS, such as logistics, intelligence, or public affairs.

6. Where else can I look for information on this MOS?

- Marine Corps Detachment, Fort Knox <http://ftknexusmc-emh16.army.mil>
- 2nd Sqdn, 16th Cav Regt, Armor School <http://knoxwww.army.mil/school/16cav/216/216cav.htm>
- FM 17-15 "Tank Platoon"
- MCWP 3-12 "Marine Tank Employment"
- "Tank Aces" by Ralph Zumbro

7. Conclusion

This unique MOS requires high speed tactical knowledge from a leader willing to grow as a combined arms expert. The firepower, shock effect and maneuverability of the M1A1 provides an experience that only a select few Marines will have. The true reward of the 1802 MOS is leading the combat ready Marines that make the steel beasts truly dangerous.

1803 Military Occupational Specialty (MOS)

1. Introduction

The Assault Amphibian Vehicle (AAV) Officer MOS is one the most unique in the United States Marine Corps and unlike any other MOS within the United States military. If you want to work with a weapons system that gives the Marine Corps a unique capability and is soon to become one of the most technologically advanced weapons systems of the 21st Century, you want to be an Assault Amphibian Officer.

2. What is this MOS like?

The AAV platoon is tasked with transporting an infantry company from amphibious shipping to the shore and supporting the infantry scheme of maneuver through mechanized movement and direct fire support. If you are interested in a MOS that combines mechanized and armored warfare with amphibious operations and the unique challenges associated with both forms of warfare, then you would enjoy the 1803 MOS. In addition, new challenges in development of doctrine and applying the concepts in Operational Maneuver From The Sea (OMFTS) and Ship To Objective Maneuver (STOM) with the soon-to-be produced Advanced Assault Amphibian Vehicle (AAAV) will face the AAV officers of the near future. By 2005 the first platoon of the most technologically advanced and sophisticated armored vehicle in the United States inventory, the AAAV, will be fielded. Production of the AAAV will continue until 2012 with a total of 1013 vehicles placed in the Marine Corps inventory. If you are interested you must fill two prerequisites. First, because this is a combat arms MOS, you must be a male Marine. Second, since you will spend much time on the ocean in an armored vehicle, you must have a 1st Class swim qualification.

3. What will I do after TBS before I get to my first billet?

The Assault Amphibian Officer is trained after TBS at the Assault Amphibian School Battalion located aboard Camp Pendleton, California. The school teaches the 10-week Amphibian Officer course twice a year in January and in July. You may, therefore, report to your permanent duty station from TBS for on the job training before reporting to the school. Should you be assigned to the school directly from TBS, you will attend on TAD orders unless your final duty station will be at Camp Pendleton. As a result, you will not be allowed to move you family to Camp Pendleton for the training unless your final duty station is on board Camp Pendleton. The course covers basic operations of the vehicle, gunnery, mechanized formations and operations, amphibious operations and tactical employment of the AAV platoon.

4. What will my first tour be like?

After the school you will be assigned as a platoon commander in one of two battalions in the operating forces. The 3rd AA Bn (Assault Amphibian Battalion) is located at Camp Pendleton and the 2nd Assault Amphibian Battalion is located at Camp Lejeune. As a platoon commander you will be responsible for the training, employment and maintenance of a platoon consisting of 12 to 14 AAVs and 45 Marines. In either battalion you should be prepared to deploy fairly quickly once reporting aboard. If you should be assigned to 3rd AA Bn you will deploy! The battalion supports the 11th, 13th and 15th MEUs (Marine Expeditionary Unit) with one AAV platoon each. In addition, they support the 31st MEU in Okinawa with a platoon. Those platoons that do not go on float will deploy to Okinawa as part of the Unit Deployment Program (UDP). There you will augment Combat Assault Battalion (CAB) (the renamed 1st AA Bn), which is part of the 3rd Marine Division. If you are assigned to the 2nd AA Bn, you will also probably deploy. The 2nd AA Bn supports the 22nd, 24th and 26th MEUs with a platoon each. In addition, it provides platoons or companies for NATO exercises in Norway, and supports the UNITAS program, which requires shorter 3-4 month floats to South America. In either battalion you will train and deploy on a regular basis.

As a platoon commander you will spend between 18 months and 2 years with your platoon. Your daily routine is spent with your platoon doing routine maintenance on the AAVs, training your platoon or preparing for deployment. In addition you will spend time supporting the infantry at CAX and other

exercises held at 29 Palms. During this time you will become very familiar with infantry tactics and armored tactics, and will conduct extensive operations with the Navy. In addition, you will develop a working knowledge of maintenance management, the supply systems and the extensive logistics system required to operate large numbers of armored vehicles in the field. Upon completing a deployment and having gained experience as a platoon commander, you will usually become a company executive officer for around a year before transferring.

5. Where might I go after my first tour?

After 3 years in the operating forces you will be generally transferred to a B-billet. Normally your B-billet will be recruiting duty or as a series commander at one of the MCRDs. However, in recent years there have been increasing openings in the MSG Bn and various billets at Quantico for those 1803 lieutenants who are interested. In addition, most reserve lieutenants are currently augmented in the 1803 MOS. Very few officers are currently asked to conduct a lateral move into another MOS. After the B-billet you will then go to one of two career level schools, AWS or the Advanced Armor Course at Fort Knox, Kentucky. After school, you will then be sent to the fleet for a tour as a company commander. Your company command tour will last approximately 2 years. After your company command tour you will probably be looking at promotion to major. Initially, upon selection to major, you will work at the AAV battalion staff level. After approximately one year on the staff you will then move on to a second B-billet.

6. Where else can I look for information on this MOS?

The Assault Amphibian School will soon have a web site with scheduling and course information as well as information on the MOS as a whole. When it is completed, it will be accessible through the links page at the HQMC or the Camp Pendleton web sites. In addition, MCWP 3-13 (AAV Operations) is awaiting signature and should be published by summer 2000. It has information on the use of AAVs in offensive and defensive mechanized operations, amphibious operations, operations other than war, and the logistical and maintenance planning factors involved in all of these operations.

7. Conclusion

Very few MOSs require tactical knowledge of infantry, mechanized and amphibious operations, knowledge of embarkation, and a close working relationship with the Navy combined with need for an intimate understanding of maintenance, supply and logistics just to do your basic mission. No matter what coast or battalion you go to, the 1803 MOS will provide personal and professional leadership challenges in the field, in garrison, and deployed overseas.

GROUND SUPPLY

(3002)

3002 Military Occupational Specialty (MOS)

1. Introduction

The Ground Supply Officer MOS is a challenging and constantly changing duty in the Marine Corps. Supply officers often report directly to the commanding officer and are responsible for managing the three “M’s” - Manpower, Materiel and Money. You will learn how to predict and respond to customer requirements in a Marine Air Ground Task Force (MAGTF) environment.

2. What this MOS like?

If you like the thought of controlling and distributing mission essential assets for any warfighting organization in the Marine Corps, you may like the Ground Supply MOS. Warehouse space management, inventory control and records/files management are areas of responsibility in this MOS.

You will be involved with purchasing and contracting at the user unit level as a supply officer. You will be directly involved with the fiscal considerations of the supported unit. Your fiscal responsibility will include annual budget management and the development of spending plans to ensure funds are not wasted or abused, as well as to ensure funds are available for maintenance and readiness at the user unit level.

You will be responsible for the training of your Marines and, indirectly, for all Marines at the supported unit level when you consider the supply officers’ control of materiel for the unit and sufficient funding available to conduct training.

Supply officers must be organized, proactive and enjoy working with people, including civilians. A basic knowledge of computers and the information systems available, i.e., internet, will be helpful in the efficient performance of supply officer duties. You will need to think outside the box, be innovative to assert yourself as a combat multiplier for the MAGTF. There are no prerequisites for this MOS.

The 3002 field is changing now, and will continue to change, due to its connection with technology. This MOS depends on various systems for task completion, i.e. ordering supplies/parts, records management systems and inventorying property for both storage and movement.

3. What will I do after TBS before I get to my first billet?

After TBS you will attend Ground Supply Officers Course (GSOC). GSOC is a two-month school at Marine Corps Service Support Schools (MCSSS), Marine Corps Base, and Camp Lejeune, North Carolina. Waiting periods for this MOS school are rare; there are four classes offered during the year. If there is a waiting period you may go to your initial billet for OJT. This course will provide you with the basics of managing a ground supply account.

4. What will my first tour be like?

You will most likely be an OIC for a supply section including 12 to 20 Marines. Supply officers are required at every major Marine Corps duty station. The division, force service support group (FSSG) and wing all have supply officer billets. You could be the OIC of various service sections at the FSSG.

As a battalion supply officer, deployment predictability corresponds to deployment cycles of the infantry battalion. Other billets are less predictable due to the deployment methodology of detachments – they may or may not include the supply officer. The primary billets available to you are:

Infantry battalion supply officers are responsible for inventory control of battalion assets; you will manage the sub-custody of gear to Marines and handle the budget management for the battalion. You will conduct daily/weekly training with your Marines, pre/post deployment operations and monitor asset readiness. You will spend 2 to 3 years in this billet. You will develop skills in supply account and budget management, warehouse space control and inventory accountability.

FSSG supply officer or an OIC of one of several customer service sections at the FSSG where your daily routine is focused on customer service in your area of responsibility. You will spend 2 to 3 years in billet and develop skills in supporting the infantry or wing units and learn how the FSSG fits into a MAGTF.

Wing supply officer for one of several support squadrons. This billet will be similar to the battalion supply officer. This billet will provide you insight on how Marine aviation works within the MAGTF.

5. Where might I go after my first tour?

Schools: You can apply for Naval Post Graduate School, the Funded Law Program or other school programs. You could be selected for the Combined Captains Career Logistics Course at Fort Lee, Va. You could also be selected for Amphibious Warfare School (AWS) or Command and Control Systems Course (CCSC) in Quantico, Virginia.

Command: Opportunities for command are limited. You must be proactive and energetic in seeking command opportunities.

B-billet: This is possible, but due to the MOS being short, it will likely be a supply MOS billet in a non-operating force unit, i.e. supply officer for a recruiting district headquarters. Lateral moves are rare in this MOS because supply officers are in short supply.

6. Where else can I look for information on this MOS?

- GSOC <http://www.lejeune.usmc.mil/mcsss/SUP/index.htm>

7. Conclusion

Ground Supply is a vital combat support MOS in the Marine Corps. Fundamentally, you will be responsible for a unit's asset control and distribution, budget management and your Marines. You will be the Commanding Officer's advisor for asset management and replacement. You will be in an MOS that will allow you to grow as a Marine and a professional leader. You will play an integral part in the successful operations of the MAGTF.

FINANCIAL MANAGEMENT

(3404)

3404 Military Occupational Specialty (MOS)

1. Introduction

Financial Management is a challenging but rewarding MOS that offers the opportunity to lead Marines, manage large budgets, and make critical decisions. The financial management MOS is divided into two functional areas – finance and comptroller. The finance side consists of disbursing operations such as military pay, travel and fiscal. The comptroller side pertains to budgeting, accounting, and conducting internal reviews.

2. What is this MOS like?

If you want to work in a fast paced but stable environment and like to work with money, you might like this MOS. To be successful you must be able to interpret regulations, make sound decisions and employ creativity to get the most out of diminishing budgets. There are not any unique qualifications or requirements for the MOS.

3. What will I do after TBS before I get to my first billet?

You will attend Financial Management School, located at Camp Johnson, North Carolina. This 5-week course begins in January, March and July. Additional training is available through the Navy and Marine Corps Practical Comptrollership courses and the Professional Military Comptroller School.

4. What will my first tour be like?

Disbursing/Finance

- As a lieutenant serving in a finance/disbursing billet, you can expect to be assigned to either to an FSSG (Force Service Support Group) or a base/station. In the FSSG's, you may be assigned to serve as the Officer in Charge (OIC) of travel, military pay or fiscal. If you are assigned to a base or station, anticipate becoming a finance officer or deputy finance officer charged with auditing and certifying military pay and travel payments.
- As the OIC for Travel in an FSSG, you are primarily responsible for auditing travel advances and settlements.
- As the OIC for Military Pay in an FSSG, you will audit military pay computations for Commanding Officer authorized payments and discharge payments.
- As an OIC for fiscal, you will be tasked with maintaining accountability for the FSSG's disbursing officer (DO) and producing the DO's balance sheet ensuring all payments are properly supported.
- When serving in an FSSG, you may deploy with a Marine Expeditionary Unit as the DO.

Comptroller/Budget

A lieutenant serving in a comptroller billet can expect to be assigned to either the operating forces (division, FSSG, wing) or to a base or station. The responsibilities are essentially the same.

- When serving in a budget billet, anticipate being assigned as a budget analyst or possibly as a deputy budget officer. Duties include tracking the spending of one or more accounts.
- If assigned to a Resource Evaluation and Analysis position, you are responsible for the proper implementation and tracking of your command's internal controls program.
- As an accounting officer, you may work in a managerial accounting office or possibly with DFAS-KC (Defense Finance Accounting Service-Kansas City) in Field Accounting and will track the posting of transactions in the accounting system.

Typically, you will spend 12-18 months in each billet during your initial tour to give you exposure to both the finance and comptroller sides of the MOS.

5. Where might I go after my first tour?

As a captain, you will be assigned to either another financial management billet, B-billet, or school. As a financial manager, you will compete for selection to the appropriate level school such as Amphibious Warfare School or Command and Staff College. You can also possibly obtain a master's degree through the Special Education or Advanced Degree Programs.

Most B-billet tours are available at the recruit depots or in recruiting. A tour at Parris Island, South Carolina or San Diego, California will most likely include at least one rotation on the drill field. A tour on the drill field is also your best opportunity for command. However, you will serve as a leader beginning with your first assignment and continuing throughout your career.

6. Where else can I look for information on this MOS?

- www.cmar.navy.mil/ASMC/whatisasmc.htm
- www.dfas.mil

7. Conclusion

As you can see there is a lot of diversity associated with the financial management MOS. You have opportunities to deploy, make crucial decisions and improve the morale and welfare of the Marines you serve with during your career.

PUBLIC AFFAIRS

(4302)

4302 Military Occupational Specialty (MOS)

1. Introduction

Welcome to one of the most rewarding specialties in the Marine Corps! If you're a people-person, enjoy educating folks, and are looking for an exciting, fast-paced, challenging field, Public Affairs (PA) may be for you. Here's the scoop, the two reasons we're here -- One: Marines, our first target audience, need to know what's going on in the Corps. We tell'em! PA gives the big picture to everyone. We call it "informing our internal audience." Two: PA is responsible for getting the Marines' story to middle America; our second target audience. The country has a special place in its heart for Marines. We highlight Marine accomplishments to continue to forge the bond between the public and the Corps.

2. What is this MOS like?

Here's how we do business: Our Credo is "maximum disclosure/ minimum delay" in response to all queries. We don't spin the story, we tell it like it is, taking the good with the bad. The idea is that given all the great things the Corps does, the good will outweigh the bad. If you're still reading and like the idea of knowing the bigger picture on issues and working with the media, read a little further. You'll get a better feel for what the Public Affairs field will ask of you, and what you can expect from the field.

What type of folks are joining the field today? Are there any prerequisites? Quick answers: Good ones and no. PA sources its officers from TBS, and also benefits from a substantial number of officers who laterally move from another occupational specialty into PA. Frequently the Marines straight from TBS have an interest in journalism, reporting, or photography, but these are in no way prerequisites. Successful PA Marines pride themselves on their people and communications skills. TBS graduates with prior service fit well into the field as their breadth of experience serves them well telling the Marines' story.

3. What will I do after TBS before my first billet?

After you complete TBS the PA occupational field specialist (OccFldSpec), a captain who advises the ground assignments monitor, will let you know where your first duty assignment will be. First you have to go to the 8 ½ -week Public Affairs Officers Course (PAOC) located at the Defense Information School (DINFOS). DINFOS is a multi-service school located at Ft. Meade, Maryland, about twenty miles north of Washington, DC. Classes start 5 times a year. You may go to your new duty station for a month or two before school if your TBS graduation date doesn't quite mesh with a DINFOS pickup date.

DINFOS itself is a great learning experience; you gain the basics of public affairs and also broaden your horizons by being surrounded by students of different ranks, from different services. The curriculum centers on four areas: PA theory, journalism (practical application -- writing stories), broadcast journalism (radio and TV formats) and service unique instruction. For more information check out the DINFOS homepage (www.dinfos.osd.mil).

PA shops are generally clumped into three categories, large-like Lejeune, medium- like Miramar and small-like MCAS Yuma. New PA officers will typically be assigned to one of the larger shops; that's where the majority of the billets reside. Large shops are also the best place to gain broad experience. Again, once you know that you've been selected for the PA field, talk with the OccFldSpec about your duty assignments. It's a small community -- about 90 company grade officers. The OccFldSpec will work with you in order to find a billet that works for both you and the Corps.

4. What will my first tour be like?

At your first duty station you'll quickly learn that PA business breaks down into three functional areas:

- **Media relations** deals exclusively with answering queries, escorting the media, and getting the media to cover stories we want to promote. Typically, a shop will have at least one officer whose primary assignment is media. It's a demanding job getting the good stories out and even more demanding answering the mail when something goes wrong.
- **Community relations (COMREL)** deals with requests for USMC assistance from the public: typically, requests for the band, color guards, speakers, etc. The COMREL section has at least one officer who staffs all these requests from receipt through execution. It's a great way to get to know the units on station and the public organizations we interface with daily to make our communities thrive.
- The **internal section** writes stories and publishes the base newspaper. These stories may be for internal consumption or for external release. Most stories are written for our internal audience, but some stories are written with external release in mind. This section typically does not have an officer member, although if a shop is over-staffed a lieutenant might be assigned to it. If you're lucky enough to get this job for a few months, you'll come away with a great appreciation for the publishing side of the house.

You can expect to rotate around the three sections during your first PA tour in order to learn the different functions of PA. In conjunction with these billets you can expect to deploy randomly. It would be common over a three-year tour to make 2 or 3 deployments. Deployments come in two flavors: planned (scheduled exercise or commitment) and contingency, in response to real world events, (hurricanes, MEU augmentation). Deployment taskers come down through both the PA and operational chain of command. Requests for media escorts are usually the norm. Once you have your feet on the ground, you can be reasonably confident that you'll be expected to deploy. Keep your bags packed. Contingency deployments can be as short as a week or as long as a couple months. Planned deployments are generally for the duration of the exercise, typically 10-30 days. Typical deployment billet responsibilities include augmenting a press information center, providing escort to the media, or providing media training to deployed units.

5. Where might I go after my first tour?

After your first tour, about the 3-4 year point, you will move to another PA duty station. Again, talk to your OccFldSpec and make your wishes known. Some officers move to a different PA shop, some move to recruiting districts, and some may work in DC at HQMC (PA). Whatever you do you'll gain more and more responsibility and handle bigger issues.

Command billets are limited in the PA field. OIC billets are more frequent. After a tour in PA, officers may experience a career broadening tour at one of the recruit depots or at one of the schools of infantry. During a career broadening tour an officer can expect to command a training series or company. Reports from officers who have experienced these tours are very favorable. At DINFOS there is a billet for a Marine detachment commander, generally a captain, who commands all Marines assigned to the school. There are many opportunities to be an officer in charge (OIC) at PA shops throughout the Corps. OICs exercise virtually the same leadership responsibilities as commanders. As an officer of Marines you'll be leading devil dogs everyday.

6. Where can I find more information on this MOS?

You may not know it, but generally whatever you hear about the Marine Corps in the civilian world comes through public affairs. From "dragonslaying" network commercials to *Marines* Magazine, Marine public affairs does it all. Any of these mediums provide insight into the field. Marinelink on the web and command sponsored newspapers also provide a good perspective into the 4302 specialty. Information can also be found at the Marine Corps Combat Correspondents Association homepage at <http://web.wt.net/~cchq>.

7. Conclusion

Public affairs is a specialty limited only by your imagination. We have missions, “to inform our internal and external audiences”, but the ways and means to this end provide the PA practitioner tremendous latitude. If you’re self-motivated, enjoy working with the media, and love telling the Marines’ story – you may find a great home in public affairs.

JUDGE ADVOCATE

(4402)

4402 Military Occupational Specialty (MOS)

1. Introduction

Marine Corps judge advocates provide legal services to Marines, sailors, military retirees, and dependents and assist commanders in mission accomplishment and maintaining troop welfare. Marine Corps judge advocates serve in a wide variety of jobs that provide significant responsibility and diversity of opportunity.

The Marine officer who selects judge advocate as his or her military occupational specialty (MOS) made that choice long before arrival at The Basic School (TBS). The two commissioning sources for Marine Judge Advocates are the Platoon Leaders Class Law and the Officer Candidate Class Law. The normal progression is for the Marine officer to complete officer candidate school, then law school, and gain admittance to a state bar before receiving orders to TBS. Thus, future judge advocates attending TBS already have an assigned MOS.

2. What is the MOS like?

Marine Corps trial and defense counsels are afforded incredible litigation opportunities very early in their careers. Cases include misdemeanor offenses and military offenses such as disrespect and unauthorized absence. As judge advocates gain more experience and proficiency, they will receive more challenging cases with serious charges and complex legal issues. Whether the new judge advocate assigned duties as a defense counsel or trial counsel, experienced counsel will be available to provide guidance and instruction. Most first tour judge advocates can expect to have a co-counsel to assist them during their first cases. Military judges assist in the professional development of judge advocates as well.

Legal assistance officers provide legal services to Marines, sailors, dependents, and military retirees. A typical legal assistance office will have a senior captain or major as an OIC and a support staff of enlisted Marines. Legal assistance officers gain experience in many areas of the law including estate planning, consumer law, domestic relations law, tax law, and property law. Legal assistance officers provide assistance with debtor creditor disputes, contract disputes, landlord tenant disputes and uncontested divorces.

Assistant staff judge advocates will work for a staff judge advocate for a FSSG, air wing, division, base or installation. The staff judge advocate provides legal services and counsel for a commanding general. The work responsibilities of the assistant staff judge advocate includes installation law, administrative law, operational law, and monitoring military justice cases.

First tour judge advocates also have the opportunity to deploy in an operational law capacity. More experienced judge advocates fulfill the duties as staff judge advocates in Marine Expeditionary Units. Nevertheless, there are still many opportunities for first tour judge advocates to participate in major exercises and to deploy with Marine air ground task forces. Each LSSS and many base legal offices constantly receive requests for judge advocate support during deployments and major exercises. Judge advocates who deploy may find themselves performing a variety of tasks to include participation in operational planning. Responsibilities will concern such areas as rules of engagement, law of land warfare, maneuver damage claims, and international law.

The judge advocate fulfills a key supporting role for Marine fleet and operating forces. To properly fulfill this supporting role, the judge advocate must be a leader of Marines. The nature of judge advocate billet duties and responsibilities provides constant leadership opportunities. Oftentimes these leadership

opportunities will be presented in a unique way. Each defense counsel personally represents a group of Marines that require zealous representation and leadership. The legal assistance officer may be responsible for the legal welfare of twenty to forty clients at any given time. Marine trial counsels are responsible for ensuring the integrity of the military justice system. The responsibilities of Marine judge advocates require the judge advocates to be men and women of character who possess and display the leadership traits and leadership principles. The opportunity to lead will present itself daily to the judge advocate.

Command billets are available to first tour judge advocates. These command billets normally include company commander in headquarters battalions or headquarters and service battalions. A judge advocate will usually work in a section or department with enlisted Marines. It is common for a judge advocate to be in charge of a work section or department before the end of his or her first tour.

3. What will I do after TBS before I get my first billet?

Following TBS, future judge advocates attend the Naval Justice School (NJS) located in Newport, Rhode Island. The Naval Justice School basic course is approximately ten weeks long. Students attending NJS receive instruction in civil law, domestic relations law, administrative law, claims and tort law, international law, and operational law. The courses at NJS reinforce the curriculum at most law schools while introducing the student to the nuances of practicing law in the military. NJS students receive thorough instruction concerning the Uniform Code of Military Justice, criminal law, criminal procedure, evidence, trial advocacy, and moot court training. Each NJS basic class will have approximately 30 to 60 students. Most of the students are future navy judge advocates. The school also provides instruction to future Coast Guard judge advocates. A typical class may be composed of 70 percent Navy students, 20 percent Marine Corps students, and 10 percent coast guard students. The instructors at NJS are Navy and Marine judge advocates with experience in the fleet and operating forces. A typical day at NJS will include eight to nine hours of instruction and or practical exercises. When students graduate from NJS they are designated as judge advocates.

4. What will my first tour be like?

First tour judge advocates are assigned to the larger legal offices to enhance experience and exposure to the various areas of the MOS. Each Force Service Support Group (FSSG) has a Legal Services Support Section (LSSS) that provides legal services to the Marine Expeditionary Forces. Every major base and installation will have a legal services center or Office of the Staff Judge Advocate that provides legal services to base commands. Each LSSS and the major base legal offices will normally be comprised of twenty to forty judge advocates. Each LSSS will have an experienced field grade Officer-In-Charge (OIC).

Typically the judge advocate will be provided an opportunity to work in a number of different jobs during his or her first tour. The jobs may include trial counsel, defense counsel, legal assistance officer, assistant staff judge advocate, and review officer. The intent is to expose the judge advocate to variety jobs and responsibilities to ensure diversity and experience.

As unrestricted officers, judge advocates are expected to perform the duties inherent to their rank. Collateral duties for first tour judge advocates are as numerous and varied as those for any Marine officer. The additional duties of a judge advocate are often far removed from the profession of law.

5. Where might I go after my first tour?

More experienced judge advocates may assume responsibilities as a review officer. The review officer monitors and tracks all court martial cases from the conclusion of trial until the convening authority acts on any sentence adjudge in the case. The review officer helps to ensure that the post trial process occurs in accordance with the rules of court martial. This process includes an opportunity for the convicted accused to request clemency.

Experienced judge advocates may find themselves fulfilling duties as an installation law officer. The responsibilities of the installation law officer include such areas as environmental law and labor law. The

installation law officer typically works for the base staff judge advocate and provides the legal services necessary to the activities and operation of a military installation.

Initially, first tour judge advocates can expect assignment to a billet within their MOS. Later assignments may include billets outside the MOS. Judge advocates are often considered for such jobs as protocol officer or aide-de-camp to a commanding general. Judge advocates have served in a multitude of assignments that concern nearly every aspect of the Marine Corps. Judge advocates serve with deployable units and Marine security battalions. Judge advocates have served as staff secretaries, assistant operational officers, chiefs of staff, United Nations observers, and as instructors in military schools and civilian educational institutions.

The Marine Corp's approximately four hundred active duty judge advocates are assigned to every major post and station. Most of the judge advocates are captains. There are a large number of field grade judge advocates to include twenty to thirty colonels. The Staff Judge Advocate of the Marine Corps holds the rank of brigadier general. Judge advocates can expect to have a variety of interesting and challenging billet assignments throughout their careers.

Judge advocates have the opportunity to attend the career, intermediate and top level schools available to all Marine officers. Select Marine judge advocates have the opportunity to attain an advanced degree from the U.S. Army's Judge Advocate General's School in Charlottesville, Virginia, or an advanced degree from a civilian law school.

6. Where else can I look for information on this MOS?

- <http://hqmc.usmc.mil/>
- www.usmc.mil

7. Conclusion

Marine Corps judge advocates have the honor and privilege of two professions. They serve as Marine officers first, and attorneys second. Very few occupations can compare to the professional and personal satisfaction of serving as a Marine judge advocate.

Military Police (5803)

5803 Military Occupational Specialty (MOS)

1. Introduction

The Military Police occupational specialty (5803) provides the commander with all facets of law enforcement support to include limited criminal investigative support and Maneuver Mobility Support, Area Security, Internment, and Law and Order operations. If you desire this type of work, Officers in the Military Police specialty supervise and coordinate these activities for base and station provost marshal offices as well as for operating force military police units.

2. What is this MOS like?

If you have good communication skills and a general aptitude for social interaction, you might enjoy the military police occupational specialty. However, you must possess the following prerequisites:

- (1) minimum height of 65 inches
- (2) vision correctable to 20/20
- (3) no convictions by special or general courts-martial or civil courts (except minor traffic violations)

3. What will I do after TBS before I get to my first billet?

If you are selected as a 5803 upon completion of The Basic School, you will be assigned to a Military Police Basic Officers Course at Fort Leonardwood, Missouri for a 9 week period of instruction. There are numerous classes scheduled per year for the United States Army. For Army Officers in the Military Police field, this course is combined with their basic officer training. Marine Corps officers are inserted into the course when the military police program of instruction (POI) begins. The POI includes; Maneuver & Mobility Support Operations, Law Enforcement Operations, Enemy Prisoner of War & Civilian Internee Operations, Police Intelligence, and Area Security.

4. What will my first tour be like?

As a Marine lieutenant assigned the primary occupational specialty (MOS) of 5803, you can expect an initial assignment to a position ranging from the platoon commander or executive officer of an Operating Force Military Police Company to the Assistant Provost Marshal at a small Marine Corps installation. You will be assigned to one of two initial career tracks: base/station law enforcement support or operating forces support. You will spend approximately three years in this first assignment. Your duties with the operating forces would be direct supervision and coordination of military police units responsible for the following:

- Maneuver, Mobility, Support Operations (MMSO): Conducting motor patrols, main supply route (MSR) reconnaissance and establishment, traffic control points, support for passage of lines and river crossings and other MMSO missions as needed.
- Area Security: Conducting motor and foot security patrols, expeditionary airfield security, NBC detection along MSR, and areas deemed critical.
- Internment Operations: Providing support to enemy prisoners of war (EPW) and civilian internee/refugee (CI) facilities and coordinate overall EPW mission.

- Law and Order: Conducting law enforcement, criminal investigation, accident investigations, crime prevention and physical security, U.S. military prisoner confinement, customs support, and MWD missions.

You can expect to be deployed a significant amount of time if assigned to the operating forces. However, all personnel assigned to Marine Aircraft Wings and approximately 50% of all personnel assigned to Division and FSSG are routinely assigned to the installation Provost Marshal's Office (PMO) under the fleet assistance program (FAP). If assigned to a FAP billet, your chances of deploying will be less; upon completion of FAP duties, personnel are returned to their parent unit for field training, exercises, and other deployments.

Your primary duties with a base or station provost marshal office would be direct supervision and coordination of military police personnel performing the following:

- Law Enforcement Operations: patrol, entry control, flight line security, military working dogs, accident investigation, traffic control and planning, special reaction teams, and terrorist counter action operations and plans.
- Support Services: administration, records, supply, physical security, vehicle registration, and base traffic court.
- Criminal Investigations: limited to misdemeanors and some felony related crimes, handling of unruly and delinquent juveniles, polygraphs, evidence custody, and liaison with the Naval Criminal Investigative Service

5. Where might I go after my first tour?

As a Military Police Officer, the Marine Corps will prepare you to assume assignments of increased responsibility by sending you to various military, federal, and civilian law enforcement schools which may include, Countering Terrorism on Installations (US Army); Anti Terrorism Instructor Qualification course (US Army); Dynamics of International Terrorism course (US Air Force), Military Police Captains Career Course (US Army); FBI National Academy, National Crime Prevention Institute, the Smith and Wesson Academy, and the Institute of Police Traffic Management.

Some typical B-billets you may be assigned to on your second tour: Instructor Staff, United States Army Military Police School; Inspector-Instructor Staff, Marine Corps Reserve Military Police units; recruiting duty; Instructor Staff, Marine Corps Recruit Depots; Law-enforcement Section, Headquarters, U.S. Marine Corps; Marine Security Force Battalion; and Instructor Staff, The Basic School.

6. Where else can I look for information on this MOS?

The Law Enforcement and Physical Security section at Headquarters Marine Corps has a website (www.hqmc.usmc.mil/poswebpage.nsf) with additional information, and the Marine Corps Law Enforcement Manual (MCO P5580.2) and the Military Police in Support of the MAGTF publication (MCWP 3-34.1 (DRAFT)) provide you with specific tasks and functions of the military police in the Marine Corps.

7. Conclusion

Military Police units and Provost Marshal offices provide a multitude of capabilities to operating force units as well as bases & stations. It is a challenging field with tremendous responsibility during war and peacetime both in the continental United States and abroad. If you want to lead Marines in the field, be challenged in garrison, and be in an MOS charged diverse capabilities, Military Police may be your calling.

AVIATION MAINTENANCE

(6002)

6002 Military Occupational Specialty (MOS)

1. Introduction

Aircraft Maintenance is a challenging yet highly rewarding Military Occupational Specialty (MOS). If you are looking for a highly technical occupation with many leadership opportunities, this MOS could be for you.

2. What is this MOS like?

Service in the 6002 MOS involves a broad spectrum of duties. An Aircraft Maintenance Officer (AMO) has the primary duties of organizing and supervising the maintenance and repair of aircraft, aircraft components, and aviation support equipment. Other tasks necessary to accomplish this mission are supervising the scheduling of aircraft for inspection; ensuring the collection and dissemination of maintenance management information; directing technical training and establishing safety programs for maintenance personnel; and directing and monitoring requisitioning, receipt, and allocations of materials and tools.

Some skills that you will use on a day to day basis in the execution of your duties include leadership, financial management, personnel management, production management, time/schedule management, and multiple/concurrent tasking.

3. What will I do after TBS before I get to my first billet?

You will attend a ten-week course located in Pensacola, Florida. Both Navy and Marine Corps subject matter experts teach the course. The theory part of the course covers aviation familiarization, an overview of maintenance and supply policy and procedures, and a thorough familiarization with the Naval Aviation Maintenance Program OPNAVINST 4790.2 series publications. The practical application portion of the course consists of an introduction to the Naval Aviation Logistics Command Management Information System (NALCOMIS), and mock maintenance sessions.

4. What will my first tour be like?

Like the majority of the MOSs in the Marine Corps, your first tour as an AMO will be in the operating forces. Duty stations are:

Cherry Point, North Carolina	Miramar, California	Iwakuni, Japan
New River, North Carolina	Camp Pendleton, California	Futenma, Okinawa
Beaufort, South Carolina	Yuma, Arizona	Kaneohe Bay, Hawaii

Most 6002s start out as a Division OIC at a Marine Aviation Logistics Squadron (MALS), and remain there for eight months to a year. During this time, you will be responsible for the overall management of that division to include production, personnel management, and compliance with maintenance and supply policy and procedures.

Following this assignment, you will most likely be placed in a flying squadron as the Maintenance Material Control Officer (MMCO) or Assistant Maintenance Officer (AMO). As the MMCO you will be responsible for the flow of maintenance performed on the aircraft and support equipment assigned to that squadron: scheduled and unscheduled maintenance, inspections and modifications. Additionally, you will

be responsible for coordinating all supply support from the MALS. As the AMO, you will assist the Maintenance Officer (usually a Marine aviator) with the overall functioning and administration of the Maintenance Department. Possible deployments include six month deployments aboard an LHA, LHD or aircraft carrier, CAX, WTI, and numerous other exercises and detachments. Some of these deployments are community specific, and the list is not all-inclusive.

The above initial career track is the ideal, but of course, there will be some variation. The important thing is to gain experience at both the intermediate and operational levels of maintenance while still a lieutenant.

5. Where might I go after my first tour?

Following your first tour you will either be assigned to a traditional B-billet, or to a billet outside the operating forces but related to your MOS. Normal B-billets could include recruiting duty, the drill field, or perhaps even instructor duty back at TBS. MOS related tours could include instructor duty, duty with Naval Air Systems Command, or even duty at MCCDC. Subsequent to this assignment, you could attend a career level school, or pursue an advanced degree through either the Advanced Degree Program or the Special Education Program, followed by another tour in the operating forces.

6. Where else can I look for information on this MOS?

- OPNAVINST 4790.2 series
- www.greenshirt.nalda.navy.mil

7. Conclusion

The 6002 MOS is a challenging occupational field that offers a wide range of duty stations, experiences, and deployment opportunities. If you are looking for a leadership challenge in a highly technical occupational field, then this MOS is for you.

AVIATION SUPPLY

(6602)

6602 Military Occupational Specialty (MOS)

1. Introduction

Aviation Supply is truly one of the best-kept secrets in the Marine Corps. It provides you an opportunity to lead anywhere from 6 to 40 Marines on your first assignment after MOS school.

2. What is this MOS like?

Working in Aviation Supply allows you to develop mid-level management skills right out of your MOS school. There are 6 divisions that make up the Aviation Supply Department at any one of the 11 different Marine Aviation Logistics Squadrons (MALS). The only requirement for this MOS is that you get excited about challenge. No kidding, regardless of the division you are working in, you will face a myriad of problems on a daily basis that often times require on the spot decisions. You will address budget issues, inventory management issues, deployment issues, personnel issues, and other support issues that affect Marine aviation.

3. What will I do after TBS before I get to my first billet?

The MOS school is held twice a year. Depending on when you graduate from TBS, you will either go directly to MOS school, or you will go directly to your first duty station and work in one of the 6 divisions. This will allow you to gain on the job training before reporting to your MOS school. The longest you should have to wait before attending your MOS school is 3 to 4 months.

4. What will my first tour be like?

You will work as an Aviation Supply Officer in one of the following Divisions: Aviation Accounting, Supply Administration, Supply Support, Repairables Management, Consumables Management, or Supply Response. Now don't think you will just be sitting behind a desk! There are numerous deployments to be filled and depending on how many other Aviation Supply Officers are at your site, you could deploy a lot. If you are fortunate enough to be sent to a Rotary Wing MALS, you will deploy aboard amphibious ships (L Class) with a Rotary Wing Squadron. You will be their Aviation Supply Officer and will be responsible for providing all of their aviation support. This is a high profile job where you will either make a good name for yourself or a bad one. If you are sent to a fixed wing MALS, your only chances for deployment will be land based; i.e., no L Class Ship deployments. Typical deployments are located in Yuma, Arizona; Twentynine Palms, California; Las Vegas, Nevada; Key West, Florida; and Alaska.

Your opportunity to lead Marines will start from day one. You will work with them on a daily basis and deploy as their Officer in Charge on every deployment. When not deployed, you will typically spend about 6 months at a time in each of the aviation supply divisions. The goal here is to get as much time in each of the divisions as you can to develop a good base of knowledge. You will take on additional duties while in the MALS. Additional duties could include conducting a JAG investigation, putting together a mess night, assisting in the Marine Corps Ball preparation or serving as the legal officer. A lot of what you will learn and experience will depend directly on your Aviation Supply Officer, who is usually a major. The biggest challenge that you will face will be trying to learn all there is to learn about aviation supply. And that's a lot! Your biggest reward will be getting to know your Marines and their families.

5. Where might I go after my first tour?

After your first fleet tour, you can go to a different MALS and do another fleet tour. Obviously, we call this a “back to back” fleet tour. If you want to go do something different, you can take a B-billet. Typically, that’s a job that takes you out of your MOS. Some B-billets are recruiting duty, Platoon Commander at Parris Island, a staff job working at one of the Marine Air Wings, or fill a billet in the reserves. The Marine Corps is short of acquisition personnel, so you could apply to gain a secondary MOS in acquisitions. In that case maybe you would want to take an acquisitions job right after your first fleet tour. You will probably be a senior first lieutenant or junior captain when you complete your first tour. After your second tour, wherever that is, you should consider attending a school. At this time in your career, you should consider AWS, Command and Control Systems Course, or seek an advanced degree in Monterey, California. If you attend AWS or Command and Control, you should consider going back to the fleet (i.e., MALS). If you are fortunate enough to attend Monterey, you will have to do a “payback tour”; probably something related to your advanced degree. You will either be in the fleet at a MALS or doing your payback tour by the time you go in zone for promotion to major.

6. Where else can I look for information on this MOS?

The web site for the MOS school is www.nscs.navy.mil. There are no good publications on the Aviation Supply MOS. There is a manual that is used in the Aviation Supply Department. It’s called Aviation Supply DeskTop Procedures. Do yourself a favor and don’t even look at it until you hit the fleet.

7. Conclusion

Aviation Supply is a great choice for an MOS. You get to see a lot of the world, develop outstanding management practices, and teach, train, and develop Marines. Don’t let anyone tell you that there is a “career path” that you should follow that leads from second lieutenant to lieutenant colonel. People have done it using various career paths. The important thing to remember and act upon is this: No matter how long you spend in the Marine Corps, your focus should be on having fun and managing USMC aviation supply assets to the best of your ability.

AVIATION COMMAND & CONTROL

7208,7220

7208 Military Occupational Specialty (MOS)

1. Introduction

The 7208 MOS has two specific functional areas: Low Altitude Air Defense, and Air Support Control. The former places you in a Low Altitude Air Defense unit controlling the employment of Stinger Missiles while the latter deals with controlling aviation on the battlefield from the Direct Air Support Center. Both functional areas allow you to be fully involved in the coupling of Marine air and ground teams. Although the 7208 MOS is open to women they are not able to serve in the Low Altitude Air Defense Battalions in the capacity of an Anti-Air Warfare Officer.

2. What is this MOS like?

The Air Support Control Officer and Anti-Air Warfare Officer are trained in both aspects of this occupational field, but fill two separate and distinct billets. The breakdown is roughly 50/50 as to which initial assignment an officer receives, with the exception of women who are automatically assigned as Air Support Control Officers. As you would be trained in both specialties, lateral moves can be made rather easily after your first tour, depending upon billet availability. Some prerequisites:

- Gain and maintain a secret security clearance.
- Complete Air Support Control Officers Course and Anti-Air Warfare Officers Course.
- Women are currently eligible for only the Air Support Control Officers track.

In the Air Support Control Officer capacity you are responsible for the assignment and control of aircraft, to include close air support, assault support, and medevacs as they become required on the battlefield. As a second lieutenant operating from the Direct Air Support Center (DASC), you will talk directly to and control both fixed wing and rotary wing aircraft as the Tactical Air Director (TAD) and the Helicopter Director (HD). Your responsibilities will include safely routing aircraft through the battlespace and to the requesting Forward Air Controller, as well as providing these aircraft with friendly and enemy situation updates. You will assist the Senior Air Director (SAD) in making timely and intelligent decisions concerning the assignment of available aircraft to immediate requests for air from the supported unit. The DASC normally co-locates with the Ground Combat Element (GCE) Fire Support Coordination Center (FSCC) to ensure close coordination. You are, therefore, routinely deployed forward in the battle area and closely work with the ground forces to support them. When this DASC/FSCC co-location is not possible, the DASC will field an Air Support Liaison Team (ASLT) led by a lieutenant to ensure that close coordination between these two agencies takes place.

If you are assigned to a Low Altitude Air Defense (LAAD) battalion, you will initially command a LAAD platoon. Each platoon is comprised of three sections. Each section has five teams. A team consists of two Marines. Additionally each team possesses either a modified Stinger rack-mounted HMMWV or an Avenger air defense vehicle. All told, you will command roughly 40 Marines and an extensive array of vehicles and high dollar equipment. You will have more responsibility than most second lieutenants, including the opportunity to lead Marines immediately.

Tactically it will be your job to position your sections to defend the MAGTF air defense priority. You will position yourself with a command agency and provide direction and leadership to your forward deployed sections during tactical operations.

3. What will I do after TBS before I get to my first billet?

After completing TBS you will report initially to Marine Corps Communication-Electronics Schools in Twentynine Palms, California, for a twelve-week Air Support Control Officers Course. Upon completion you will report to Ft. Bliss, Texas, for the Anti-Air Warfare Officers Course. This course lasts approximately six weeks. You will receive basic skills at these schools to qualify you in both aspects of the MOS. You will then receive your follow on assignment to either a Marine Air Support Squadron (MASS) or LAAD Battalion. There is rarely a waiting period for these schools.

4. What will my first tour be like?

If you serve in a MASS, your operational tempo will be among the highest in the Marine Corps. There are three Marine Air Support Squadrons; one in MCAS Cherry Point, North Carolina, another in Camp Pendleton, California, and the last in Okinawa. You can be assured of spending a considerable time deployed, supporting as many as 4 three-week long Combined Arms Exercises (CAX) a year in Twentynine Palms, California. You can also expect to provide support for a seven-week long Weapons and Tactics Instructors Course (WTI) in Yuma, Arizona. Additionally, any time a training exercise that involves both air and ground forces is scheduled, the MASS is tasked with providing support. This results in supporting many battalion level operations, and providing support for many training exercises such as Tactical Air Control Party classes. Finally, each Marine Expeditionary Unit (Special Operations Capable) [MEU (SOC)] deploys with two 7808 lieutenants commanding the Air Support Element, which provides excellent opportunities for you to take part in Fleet Marine operations. Overall you will be deployed considerably more than most of your non-7208 peers. The MASS is structured in such a way as to provide only limited command opportunities for its most junior officers. Your primary duty tactically will be acting as part of a DASC crew during training exercises and operations, and executing collateral duties in garrison.

If assigned to a LAAD battalion, located in the same locations as the MASSs, you will have similar deployment cycles. There has been a recent trend to reduce the deployment of LAAD personnel to CAX, as little opposition air is provided for LAAD training. LAAD personnel play a significant role in the WTI program, and you can expect to routinely deploy to support that course. Operational tempo is slightly less than it is in the Air Support Control Officer pipeline, although it is still extensive. LAAD is an integral part of the MAGTF and will always be tasked when a MAGTF operates. The MEU (SOC) is provided with one LAAD Section led by a lieutenant due to its real world operational potential.

5. Where might I go after my first tour?

As a 7208 officer you are eligible for most standard B-billet tours. The 72xx community as a whole has very strong ties to all other communities within the Marine Air Control Group (MACG) and often you will find yourself assigned to other squadrons within the MACG regardless of your primary MOS. These other units include the Marine Air Control Squadron, Marine Tactical Air Control Squadron, and VMU (UAV) Squadrons. Upon promotion to major, all 72xx officers are redesignated MOS 7202.

6. Where else can I get information on this MOS?

Marine Corps publications which discuss the employment of the DASC and LAAD are: *FMFM 5-42 Control of Aircraft and Missiles*, *FMFM 5-40 Offensive Air Support* and *MCDP 5-52 Employment of Low Altitude Air Defense*. These expound upon the employment and responsibilities of the agencies and the officers in this MOS.

7. Conclusion

The 7208 field offers the best of both worlds; the opportunity to lead Marines in a LAAD Battalion, and control the employment of MAGTF air in the MASS. Few other MOSs offer as many diverse challenges to young officers as this one. If you choose the 7208 MOS, you will rapidly be entrusted with awesome responsibility and discover one of the most rewarding jobs in the Marine Corps.

7220 Military Occupational Specialty (MOS)

1. Introduction

If you like work around airfields or are interested in the aviation community, the Air Traffic Control (ATC) MOS may be for you. In addition to providing a rewarding military career, air traffic control also has lucrative civilian aspects.

2. What is this MOS like?

Initially, the ATC Officer will serve as a watch officer at an ATC Facility, until he or she achieves the prerequisite FAA qualifications. After receiving these qualifications, and sometimes during the process (depending on the needs of the USMC), an ATC lieutenant will serve as a Marine ATC Mobile Team (MMT) Leader, ATC watch officer, or in another similar billet within the Marine Air Control Group (MACG). Prerequisites:

- Must pass an annual flight physical examination.
- Must maintain a secret security clearance.
- Must complete the basic Air Traffic Control course.

3. What will I do after TBS before I get to my first billet?

After TBS you will attend a 16-week course at Naval Air Station, Pensacola. This course is divided into four main parts: ATC basics, tower, radar, and Marine Air Traffic Control and Landing System (MATCALS). After ATC school, you will check into a Marine Air Control Squadron (MACS) prior to being sent to an ATC Facility.

4. What will my first tour be like?

All ATC officers will be assigned to one of the three MACS in the USMC, and return to this MACS after each deployment or temporary duty, during their first tour. Your first tour could vary from remaining at an ATC Facility to constantly deploying. Regardless of billet, ATC officers are put in charge of Marines immediately upon arrival at their first command and frequently are in command throughout their first tour. Deployment opportunities include Marine Expeditionary Unit (Special Operations Capable) MEU (SOC), Special Purpose Marine Air Ground Task Force (SPMAGTF), Combined Arms Exercise (CAX), Weapons and Tactics Instructor Course (WTI), and numerous others. Some of the follow on schools available are the MMT Leaders Course and Air Space Management Course.

5. Where might I go after my first tour?

The great thing about ATC is that there are numerous opportunities available to you. After your first tour you may become an ATC Facility officer, an ATC Detachment Commander, or get the opportunity to go on a B-billet. Additionally, you may have the opportunity to fill numerous other 7200 billets within the MACG, and else where.

6. Where else can I look for information on this MOS?

- <http://ismo-www1.mqg.usmc.mil/docdiv>
- MCWP 3-25.8 Marine Air Traffic Control Handbook

7. Conclusion

The ATC MOS offers the opportunity to lead highly trained Marines early on in your career. Additionally, the 7220 field offers the unique opportunity to receive FAA certification as an Air Traffic Controller.

NAVAL AVIATOR (AV-8B) 7508

7508 Military Occupational Specialty (MOS)

1. Introduction

“Single-seat Marine attack pilot”, this defines who you are as an AV-8B Harrier pilot. Although the Harrier can fill many missions, dropping ordnance up-close and personal in support of the infantry is where you will often find yourself. Tradition and history runs deep in this small, proud, and highly professional community. The aircraft is very demanding, single seat (no one to look over your shoulder), single engine (an engine fire or oil leak can make for an exciting day), but overall very rewarding. At the officers club you will immediately have the respect of other tactical aircraft pilots, they will wonder what its like to strap on 24,000 lbs of thrust and hover over the pitching deck of an amphibious ship.

2. What is this MOS like?

As an AV-8B Harrier pilot you will train towards combat proficiency in an advanced multi-role tactical aircraft. Although the Harrier has been around the Marine Corps since the late 70s the current versions in the inventory, the Night Attack and Radar Attack variants are new. The state of the art avionics and glass cockpit are comparable to the F-18 C/D. Life in the squadron is busy and exciting. You will have a collateral billet and may be responsible for a maintenance shop like Powerline or Airframes and have many of the squadron’s Marines working for you, or you may work in operations and help produce a daily flight schedule for the skipper to approve. You will devote time towards studying a wide range of topics like enemy air-defense systems, combat wingman tactics or weapons delivery techniques. When on the flight schedule, (there is usually a weekly schedule to give you advanced notice) you and your flight lead will plan the sortie. Depending on the complexity of the mission this could take considerable time and may involve planning a low-level route, coordinating live fire ranges, working out timing to a target or coordinate with other squadrons that may be participating in a large force exercise. Harriers are known for being on a high deployment cycle with the MEU (SOC) s (Marine Expeditionary Units, Special Operations Capable). The Harrier squadron will send a boat detachment consisting of approximately 6 jets and 9 pilots with the MEU on a six-month deployment. During these deployments the jets will fold in with the various helicopters and form a composite squadron or ACE (Air Combat Element), it will be a chance to meld with helicopter pilots you may not have seen since flight school or TBS.

3. What will I do after TBS before I get to my first billet?

After flight school you will pin on your wings of gold and select your aircraft. In the jet-pipeline your options will be EA-6B Prowlers, F-18 Hornets or AV-8B Harriers, all of which are frontline tactical platforms. Selection is based on a mix of your preferences, the Corps needs, and your flight school grades. Typically the number one flight student in his class gets his first choice of platforms. If you ask to fly the Harrier, it may be because the idea of being single seat motivates you, or maybe you enjoy the attack mission, or maybe you like the idea of being forward deployed with the amphibious ships, regardless you are going to a unique airframe. During flight school selection you will also ask for East Coast or West Coast orders, MCAS Cherry Point, North Carolina or MCAS Yuma, Arizona.

After receiving wings you will check into the FRS (Fleet Replacement Squadron) VMAT-203 at MCAS Cherry Point, North Carolina. MCAS Cherry Point is also the location of MAG (Marine Air Group) 14, the home of East Coast Harrier squadrons: VMA-542, VMA-223, and VMA-231. These squadrons support MEU FMFLANT (Marine Expeditionary Unit, Fleet Marine Force Atlantic) deployments to the Mediterranean and West Africa. Typically the FRS is a long program, anywhere from 9 months to a year and a half. The program is VSTOL (Vertical Short Take-off and Land) intensive, virtually learning to fly

all over again due to the uniqueness of the Harriers capabilities. Expect about 65 hours of flight time at the FRS. Also expect the requisite pool waiting to start your class during which you may enjoy North Carolina's fine golf courses or Atlantic Beach's aquatic sports, including fishing, boating and scuba.

If you are assigned to the West Coast you will report into MAG-13, MCAS Yuma Arizona, home of VMA-211, VMA-311, VMA-214 and VMA-513. The West Coast Harriers deploy on West PACs, ports of call will include Singapore, Hong Kong, Thailand, Bali, Australia and of course the Persian Gulf (a real garden spot). Yuma is very affordable; you can buy a large 3-bedroom home with a garage and in-ground pool for about \$150K. It will be a 2.5 hours drive from San Diego, 3 hours from Phoenix and 5 hours from Las Vegas. Some of the best low level routes and training ranges in the world are a short take off away. Choosing the coast and matching it to your lifestyle can be the key to your happiness.

4. What will my first tour be like?

Once aboard your "Gun Squadron" you will be assigned a collateral billet, usually something fairly simple for a senior Lieutenant or junior Captain like coffee mess officer or assistant logistics officer. The majority of your time will be focused on flying and studies. The typical early syllabus for you will be full of lectures and instructed simulator flights. Your goal will be to become a combat qualified section lead; this typically comes around the 250-flight hour mark but may vary widely depending on the individual and the squadron. You can expect one or two deployments while in your first Gun Squadron tour. A West PAC or Med Float lasts six months and may include 2 or 3 work-up periods of a few weeks at sea each. This will be a chance to see the world but more importantly operate your aircraft in the demanding environment of shipboard operations. You will participate in large international exercises and possibly real world contingencies. On-going real world operations that Harriers regularly participate in are Southern Watch over Iraq, Deliberate Forge over Bosnia and Allied Force over Kosovo and Serbia. By the end of your first tour your achievements may include 500-700 hours of flight time, division lead qualification and possibly some instructor qualifications if you have excelled.

5. Where might I go after my first tour?

Once you have completed three years in a squadron, you will be expected to move to another assignment. One possibility is Forward Air Controller (FAC). If assigned to become a FAC, you will spend one year with an infantry battalion, LAR (Light Armored Reconnaissance) battalion or tank company. After that year, you will most likely have your pick of duty stations. There are many other possible assignments: Amphibious Warfare School in Quantico Virginia, the Naval Post Graduate School in Monterey California, duty as a Marine Officer Instructor for a Reserve Officer Training Corps, duty at the United States Naval Academy, duty as an instructor at flight school in Pensacola FL or in the FRS, and many others.

6. Where else can I look for information on this MOS?

A good web site to find out just what opportunities await you as an AV-8B pilot is the manpower site at Marine Link. For information log onto "www.usmc.mil". Go to *information for and about Marines* then *Officer Assignments* where you will find the *fixed wing monitor*. There you will find out information about what is available for an AV-8B Pilot in the fleet. Also on Marine Link are updates on deployed MEUs with news clips about the Harrier Boat Dets. There is a plethora of information on the Harrier airframe, Janes will give you performance data, World Air-Power magazine has numerous articles on tactical platforms participating in worldwide operations, and HARP (Harrier Review Panel <http://www.usmc.mil/harp>) discusses current issues related to the Harrier fleet.

7. Conclusion

There are many things to consider when choosing your platform; the Harrier is a demanding aircraft with a high mishap rate. In recent years it has struggled with maintenance issues (including multiple fleet-wide groundings for the Rolls Royce Pegasus engine) and pilot flight time has suffered accordingly. However the Marine Corps stands behind the Harrier program, increased funding is on the way including new equipment like Lightning IR-Laser targeting pods. The Harrier missions will expand in the detached escort

role as the V-22 Osprey comes online. The Harriers VSTOL capability is the future, the next generation tactical platform for the Marine Corps, the JSF (Joint Strike Fighter) will be STOVL and operate from amphibious ships. Regardless of its recent problems, the Harrier is a rewarding and challenging aircraft to fly; every flight will be an exhilarating adrenaline rush.

NAVAL AVIATOR (F/A-18)

(7523)

7523 Military Occupational Specialty (MOS)

1. Introduction

The F/A-18 is a multi-role aircraft that serves the Marine Corps by providing offensive air support, anti-air warfare, air reconnaissance, electronic warfare, and control of aircraft and missiles. Its multi-mission capability is a product of its electronics, sensors, wide range of weapons and pilot proficiency. The Hornet can operate from expeditionary airfields and carriers, allowing them to get close to the “fight” in support of the full spectrum of MAGTF operations. If you’re interested in flying the most versatile and deadly aircraft in the world, the F-18, then read on.

2. What is the MOS like?

The F/A-18 community is broken into three distinct sub-communities. During your career, you may find service in one or all of them. Although all are capable of performing air to air (A/A) and air to ground (A/G) missions; nuances separate them. The F/A-18A and F/A-18C communities make up the single seat (one-person in the cockpit) Hornet force. The F/A-18D is a two-seat version of the Hornet that utilizes a pilot and a WSO (Weapons System Operator). The squadrons are based in Beaufort, South Carolina, Miramar, California, and Iwakuni, Japan.

While the oldest jets in the Hornet community, F/A-18A’s are excellent A/A platforms. Of note, significant advances are coming to this community including upgrades to software, radar and communication suites. These advances should enable the F/A-18A’s to participate in more joint theaters of operation and the upgrades are a positive step to extending the effective service life of the platform until the arrival of the Joint Strike Fighter JSF. F/A-18A’s deploy to Japan.

The F/A-18C community is notable for its participation on U.S. Navy carriers. Its members deploy to the Mediterranean Sea and Persian Gulf. F/A-18C’s perform the same wide range of missions as other Hornets, but their pilots get a keen appreciation for strike warfare as members of a carrier wing team.

The F/A-18D community is unique in its performance of tactical armed reconnaissance, Forward Air Control Airborne and Tactical Air Control Airborne. The ability to perform these specific missions reflects the close ties between Marine air and ground elements. F/A-18D’s routinely deploy to Japan.

Regardless of which community you join upon arriving in the fleet, you will fly the most versatile and capable aircraft in the world. You will train to perform numerous missions ranging from air to ground employment of iron and laser guided bombs to the suppression of enemy air defenses with HARM to multi-plane air to air engagements with AMRAAM missiles.

3. What will I do after TBS before I get to my first billet?

After completing TBS, you will proceed to NAS Pensacola, Florida for primary flight training. Upon selecting jets, you will go to Meridian, Mississippi, or Kingsville, Texas for intermediate jet training and pursuit of your wings. With wings in hand, you will go to the FRS (Fleet Replacement Squadron) in Oceana, Virginia, Lemoore or Miramar, California, where you will learn to fly F/A-18’s. Upon completion of the FRS, you will check into your fleet squadron in Miramar, Beaufort or Iwakuni.

4. What will my first tour be like?

As a first lieutenant or junior captain, you will fly. You will generally fly four times a week and after six months to a year, you will be ready to become a section (two aircraft) lead. The number and types of qualifications that you achieve after section lead is dependent upon your skills and squadron's deployment cycle. Your first tour will be marked by one, or generally, two, six -month deployments overseas. Additionally, you will perform a "ground" job in the squadron that will change every six months to a year. Included in first tour jobs are schedule writing, safety officer, pilot training officer, or working one of several jobs in the "garage" such as assistant aviation maintenance officer.

5. Where might I go after my first tour?

There are numerous opportunities after your first tour. You can continue flying in the training command. Another option would be to attend AWS or become a Forward Air Controller (FAC). The opportunities are too diverse and numerous to list.

6. Where else can I get information on this MOS?

- Jane's Defense Manuals (Aircraft of the World)
- www.usmc.mil

7. Conclusion

If you like the idea of strapping on the premier fighter in the world, moving at the speed of sound, and blowing up stuff in new and exciting ways, you'll love being an F/A-18 driver.

NAVAL FLIGHT OFFICER (WSO/ECMO) (7525/88)

7525/88 Military Occupational Specialty (MOS)

1. Introduction

As a Naval Flight Officer (NFO) you will find yourself flying one of two airframes in the Marine Corps—either the EA-6B Prowler or the F/A-18D Hornet. Both aircraft are vital in Marine Aviation and your job as an NFO will play a key role in mission accomplishment in either airframe.

3. What is this MOS like?

As a Naval Flight Officer you will be teamed with one or more Marines to make a flight crew. As a Weapons Sensor Officer (WSO) in the F/A-18D Hornet, you will fly with a pilot and share different tasks in the flight in order to accomplish your mission. As an Electronic Counter Measures Officer (ECMO) in the EA-6B Prowler, you will be teamed with two other ECMOs and a pilot.

In order to become an NFO, you must meet some prerequisites. First of all you must be able to pass an aviation medical examination. Your vision must be correctable to 20/20 and you must not be colorblind. You must have hearing in both ears and you must be in good health overall. At some point in your career in as an NFO you will fly over large bodies of water. So in addition to being in good health, you must also be a strong swimmer. In flight school you will be required to pass a swimming test. Among other things, the test consists of a mile swim in your flight suit, treading water for an extended period of time and escaping the Helo and Dilbert Dunkers. Other skills that will help you succeed as an NFO are good spatial orientation, good eye/hand coordination, and the ability to memorize numbers and procedures and good study habits.

3. What will I do after TBS before my first billet?

Your training will take place in Pensacola Florida. You will report to Marine Aviation Training Support Group (MATSG) for Aviation Indoctrination and approximately two years later, if all goes well, you will have earned your wings. Flight school is broken up into four phases. The first is Aviation Indoctrination or AI. AI is approximately 6 weeks long. You will learn the basics of aerodynamics, turbine engine systems, basic flight navigation and basic instruction on weather systems. Additionally you will have to pass your swimming test and physical fitness test during AI.

The second phase of flight school is Primary NFO training. You will report to Training Squadron 10 or Training Squadron 4 (VT-10 or VT-4) for this phase of training. Both squadrons are located at Naval Air Station (NAS) Pensacola. During primary you will learn procedures for basic Visual Flight Rules (VFR) flying, Instrument Flight Rules (IFR) flying and basic navigation. Training will be in the form of classroom studies, and practical application in the simulator and in a training aircraft. You will conduct most of your training during this phase of flight school in the T-34 Mentor, a turbo prop aircraft.

Upon completion of Primary training you will move to intermediate training. You will remain in either VT-10 or VT-4 for this phase of flight school. Much of the training that you had in Primary is repeated in Intermediate. Now, however, you are training in a jet aircraft, so things happen much faster.

The final phase of flight training is Advanced Flight Training. Here you will learn radar navigation and radar intercepts. Training will vary during this stage of flight school depending on whether you have

elected to become a WSO or an ECMO. Upon successful completion of Advanced Flight Training you will receive your wings.

Once "winged" you will proceed to the FRS (Fleet Replacement Squadron) for training in your specific aircraft. The WSOs will train in the F/A-18 in San Diego, California at MCAS Miramar and the ECMOs will train in the EA-6B in Whidbey Island near Seattle, Washington. Time at the FRS depends on many things but generally count on one year at the FRS. Upon completing the FRS you will be sent to your first squadron in the fleet where your real training will finally begin.

4. What will my first tour be like?

Your first tour in a fleet squadron will be exciting and demanding. If you are an ECMO, you will be stationed at Cherry Point, North Carolina. If you are a WSO you will be stationed either in San Diego, California or Beaufort, South Carolina. Your first tour will last approximately three years. Of those three years, you can plan on spending one to two years on deployment or on detachment (i.e., away from home). During your first tour you will be tasked with learning as much about your aircraft and your mission as possible (becoming a true *professional* aviator). Additionally, you will be assigned one of several jobs necessary to make a squadron run. A few of the more common first tour billets are Squadron Adjutant in the Administration Department, schedule writer in the Operations Department, Embark Officer in the Logistics Department, or a Division Officer in the Maintenance Department. You will hold your billet for approximately one year and then you will rotate to another billet in the squadron.

A typical day in the squadron will find you reporting to work around 0730. You will touch base with your department head and find out what you need to accomplish for that day and what is coming up in the near and far future that you will be responsible for. If you are flying, you can count on briefing your flight 2 hours prior to your take off time. Most flights last anywhere from 1 to 2 hours. After landing you will debrief your flight for approximately 1 hour. Upon completing your debrief you will finish tasks required by your billet. Your day will generally end around 1730 or 1800.

5. Where might I go after my first tour?

Once you have completed three years in a squadron, you will be expected to move to another assignment. One possibility is Forward Air Controller (FAC). If assigned to become a FAC, you will spend one year with an infantry battalion. After that one year you will most likely have your pick of duty stations. There are many other possible assignments: Amphibious Warfare School in Quantico Virginia, the Naval Post Graduate School in Monterey California, duty as an Marine Officer Instructor for a Reserve Officer Training Corps, duty at the United States Naval Academy, duty as an instructor at flight school in Pensacola FL or in the FRS, and many others.

6. Where else can I look for information on this MOS?

A good web site to find out just what opportunities await you as an NFO is the manpower site at Marine Link. For information log onto www.usmc.mil. Go to *information for and about Marines* then *Officer Assignments* where you will find the *fixed wing monitor*. There you will find out information about what is available for NFOs in the fleet.

7. Conclusion

There are a few things to remember when considering a career as an NFO. First of all, to receive your wings you must agree to an additional time commitment. Secondly, your job will have more inherent risk than most other specialties in the Marine Corps. Finally, keep in mind that aviators love to talk about what they do, so never pass up the opportunity to pick the brain of an aviator or NFO. Good luck and check six.

NAVAL AVIATOR (EA-6B) (7543)

7543 Military Occupational Specialty (MOS)

1. Introduction

Over 25 years ago, the U.S. Navy and Marine Corps introduced a new generation of electronic warfare (EW) aircraft – the EA-6B Prowler. The EA-6B's primary mission was to save lives and aircraft by defeating the electronic controlled weapons of the North Vietnamese air defense system. The impact was immediate. The EA-6B produced a dramatic reduction in losses to surface to air missiles and radar controlled guns, and it laid the foundation for a new tactical EW capability that has served the nation with distinction for years to come. Today, the Prowler remains the most versatile and effective EW resource in the world. The EA-6B has faced battle test conditions in EVERY significant U.S. conflict since its inception – and proved its worth every time.

The EA-6B was designed from the keel up to be a dedicated EW aircraft with a fully integrated tactical jamming system. As a 7543, you will be piloting the four man, twin engine, tactical aircraft which is a variant of the A-6 Intruder. With the only pilot controls in the aircraft, you will be the pilot in command and share equal responsibilities with the mission commander for aircraft safety and mission success. Working closely with the three electronic countermeasures officers (ECMO's) which make up your crew, you will employ tactical electronic warfare support in every major theatre of the world. The unique system architecture of the Prowler offers aircrew unparalleled flexibility and innovation in tactical response to threat situations as they develop. The Prowler's ability to accept and respond to new information data en route to target guarantees the strike group protection on both ingress and egress.

New technological capabilities and continuing upgrades allow the missions of the EA-6B to be expanded well beyond serving as the primary support jammer for airborne strike groups. The Prowler has performed superbly in the Suppression of Enemy Air Defenses (SEAD) in support of air strike operations, including the employment of the High Speed Anti-radiation Missile (HARM). The EA-6B now also plays a vital role as a joint asset in support of U.S. allied forces and is considered a high-value national asset. It has proved its worth in tactical surveillance for the battle group commander and in communications jamming.

The EA-6B is the premiere aircraft in the military's inventory that now performs the EW mission. Its innovative concepts and system design offer the ideal foundation to monitor the rapidly expanding electromagnetic spectrum while countering our adversaries' advanced and coherent radar systems. The Prowler will be the cornerstone of all EW capability until 2015.

2. What is this MOS like?

Electronic Warfare is a crucial and highly sought after mission. If you desire a high paced, people oriented, high demand job, flying Prowlers is for you. Flying the aircraft is very disciplined but equally as rewarding. The crew organization of the EA-6B has developed and matured into a unique culture like no other. Your duty as an aircrew member will require excellent communication skills, exceptional intelligence, good inter-personal skills, and solid computer skills. All applicable aviation prerequisites apply.

3. What will I do after TBS before I get to my first billet?

All pilots follow the same flight-training path described in the introduction portion of this section. You will attend primary, intermediate, and advanced fixed wing training followed by type specific training at

VAQ-129, NAS Whidbey Island, Washington. Depending on the flow of newly designated aviators from the Training Command, the time to reach a fleet squadron can vary from two and half to three and half years (exceptions always exist!). Electronic warfare school (6wks – Pensacola, Florida) and SERE (Survival Evasion Resistance and Escape) School (2wks) will be completed before you reach your first assignment.

4. What will my first tour be like?

Expect an extremely high tempo pace, supporting real world operations throughout the globe. A typical first tour will include a minimum of two six-month deployments and will range anywhere from two and half years to five years on station. Expect to be temporary duty (TAD) at least 1/2 of the time, deployed or not. You will have many opportunities to travel in CONUS. All Marine Prowler squadrons are based out of MCAS Cherry Point, North Carolina.

Once in the fleet, flying is your second job...your ground billet(s) will occupy most of your time during the day. Time management is extremely critical to maintain currency and develop professionally as a warfighter. Expect multiple ground billets on top of flight duties. All duties support the daily administrative functions of the squadron. In most billets, you will be the officer in charge of enlisted Marines; however, in a few billets you won't be. Some specific billets you could fill are: Assistant Admin officer, Legal officer, Responsible officer, Embark officer, Schedules officer, Morale, Welfare and Recreation officer (MWR), Ground Training officer, Ground Safety officer, Substance, Abuse and Counseling officer (SACO), Coffee Mess officer or Classified Material Control officer (CMCC).

5. Where might I go after my first tour?

If you want to return to the fleet quickly (less than 1 year out of cockpit) some opportunities are career level school (AWS or Command and Control Systems Course), FAC tour (an awesome experience and opportunity), and wing/group billets. Three year, follow-on orders might be flight instructing in the training command or attending Naval Post Graduate School in Monterey, California.

6. Where else can I look for information on this MOS?

Any aviator in one of the four VMAQ squadrons in Cherry Point, NC could answer questions via telephone or in person (airshows). For written information on the technical aspects of the aircraft and its' capabilities, the Jane's publications are a great source. The Internet has information on fleet squadrons, aircraft spec's and photo's. The book "Ironclaw" by Sherman Baldwin discusses one Navy Prowler pilot's war experience during the Gulf War and offers a personal account of actual squadron life aboard a carrier.

7. Conclusion

The EA-6B is the most formidable EW aircraft in the world today. With continual upgrades to its weapons system, the Prowler stands ready to accept a vigorous Tactical Jamming Systems (TJS) enhancement and lead operations into the 21st century. The Prowler clearly is the bridge between our existing Electronic Warfare capability and the future of EW and Command and Control Warfare in follow on aircraft.

NAVAL AVIATOR (KC-130) (7557)

7557 Military Occupational Specialty (MOS)

1. Introduction

The KC-130 is a multi-role, multi-mission tactical tanker/transport that provides the support required by Marine Air Ground Task Forces. This versatile asset provides in-flight refueling to both tactical aircraft and helicopters as well as rapid ground refueling to ground combat vehicles when required. Additional tasks performed are aerial delivery of troops and cargo, emergency resupply into unimproved landing zones, battlefield illumination of an objective or battle area, airborne Direct Air Support Center, emergency medevac, tactical insertion of combat troops and equipment, emergency and combat evacuation missions, and support as required of special operations capable Marine Air Ground Task Forces.

2. What is this MOS like?

Upon completion of all phases of training, you can expect to serve as a KC-130 pilot in a Fleet Marine Force Squadron. Once in the squadron, your mission training will continue while you fly all over the world supporting Marine Corps and joint exercises and operations. You will be exposed to wide ranging tactical missions in challenging international environments. Your first assignment will be as a KC-130 co-pilot. Over the next months you will gain mission and aircraft experience culminating with the opportunity to become a KC-130 aircraft commander. If you like to **FLY** you will like this MOS. Prerequisites:

- Must pass an aeromedical physical evaluation once in Pensacola.
- Must be eligible for secret clearance.

3. What will I do after TBS before I get my first billet?

Upon leaving Quantico, you will check into Marine Aviation Training Support Group (MATSG) in Pensacola to begin your flight training. KC-130 flight training is divided into general and pipeline specific training. After Primary Flight Training (see aviation introduction) you will complete Intermediate Flight Training and Advanced Flight Training prior to earning your wings. Upon completion of Advanced Training, you will report to VMGRT-253, the Fleet Replacement Squadron (FRS), for KC-130 training. There is a likelihood of training delays between all phases. These delays can range from a few weeks to a couple of months. Here is what the training covers:

- Intermediate Flight Training: Continued flights in the T-34C focusing on more advanced instrument flying, cross-country, and precision formation flying. Intermediates takes about a month to complete.
- Advanced Flight Training: After comprehensive ground and simulator training, you will learn to fly the T-44 (the military version of a King-Air business aircraft). This school will teach you multi-engine flying. You will study the following areas: familiarization, basic instruments, advanced instruments, visual navigation, cross-country flights, and formation flying. Upon graduation, you will receive a “standard instrument rating” and be designated a Naval Aviator. Advanced takes about six months to complete.

- FRS (Fleet Replacement Squadron): The FRS is where you finally fly the KC-130. The first C-130 you fly will be an Air Force Herk! You will go to Little Rock, AFB (6 weeks) for ground school and a few flights, then back to the FRS. After further ground and simulator training, you will be trained and evaluated in all mission areas of the KC-130. The FRS training takes about six months to complete.

4. What will my first tour be like?

Upon successful completion of the FRS syllabus, you will be a qualified co-pilot, ready to perform all the missions of the KC-130. Your first tour will be spent learning more about the aircraft, its mission and the crew.

After you leave the FRS in Cherry Point, North Carolina you may be stationed at any one of the active or reserve squadrons. The active squadrons are located at Cherry Point, North Carolina, Miramar, California, and Okinawa, Japan. The reserve squadrons are located in Newburgh, New York, and Fort Worth, Texas.

Your leadership opportunities and rewards are wide ranging. You will be the second-in-command of a six-person crew during all flights. Once you become an Aircraft Commander, you will be responsible for all aspects of the mission, crew, and aircraft safety.

Your deployments will be equally varied. You might find yourself enforcing the no-fly zone in northern Iraq; evacuating refugees in central Africa; training with the MAGTF in Norway, Israel, Panama, or in Egypt; or supporting real world contingencies in Bosnia. You will fly all over the world transporting or re-supplying Marines and equipment during their unit deployments.

Your responsibilities in the squadron will be two-fold, flying and ground responsibilities. Your regular flying activities early in your squadron tour will focus on mission planning and experience. As a co-pilot, you will learn and be responsible for overall tactical mission planning supervised by your mission's Aircraft Commander. The entire process from designation as a new co-pilot to that of Aircraft Commander takes approximately two and a half years. Learning the KC-130 mission and aircrew coordination is a significant challenge. However, there are many Marines to guide and teach you. The rewards are numerous. Extensive international travel tops the list.

You will be fully qualified to fly the KC-130 from the left and right seat (in contrast, an Air Force pilot does not fly from the left seat until he is an aircraft commander.) As a result, your skills provide the aircraft commander with a significant capability. There will be many times where you will fly the aircraft from take-off to landing while the aircraft commander conducts the mission from the right seat.

As a new co-pilot in the squadron your primary focus will be learning your new trade, flying the Battle-Herk. However, in addition to your flying duties, you will fill a ground billet. This ground billet is typically an "entry-level" position. For example, you may be a squadron adjutant, legal officer, classified material custodian, or embark officer. These jobs typically allow you plenty of time to fly. You can expect to be in your first job for the first year of your tour. Afterwards, you will typically move to maintenance or operations. In maintenance you will be in charge of a section or division of enlisted Marines who maintain the aircraft. This is a great opportunity to learn detailed information about the aircraft, and lead Marines. In operations, you will learn how to run a KC-130 squadron. You will be one of the officers responsible for the daily operations, aircrew training, scheduling, and future planning within the squadron. In almost all ground billets you will have the opportunity to lead Marines.

5. Where might I go after my first tour?

You may be selected to attend Amphibious Warfare School or Command and Control Systems Course, either of which fulfills career level PME requirements.

There are few B-billets for KC-130 aircraft commanders. Most are kept in the squadron to fly. However, if you are not selected for school you may be assigned to an infantry battalion to be a Forward Air Controller (FAC). After this one-year billet, expect to return to the cockpit. You will not be asked to make a lateral move from the KC-130 community.

6. Where else can I look for information on this MOS?

- www.spectrumwd.com/c130/
- www.lmasc.com/c-130j
- www4.coastalnet.com/nawctsd/kc130ft.html
- www.fas.org/man/dod/sys/ac/kc-130.htm

7. Conclusion.

The KC-130 is a versatile aircraft rich in history. While it is a challenging aircraft with a complex mission, the international travel and the leadership opportunities make 7557 the most rewarding MOS in the Marine Corps.

NAVAL AVIATOR (CH-46, CH-53 D/E) (7562, 7566)

7562/7566 Military Occupational Specialty (MOS)

1. Introduction

If you want to fly and stay closely tied to the Marine's ground forces then Assault Support Helicopter Aviation is the right way to go. Today, you can choose between the CH-53E and CH-53D heavy lift, or the CH-46E medium lift helicopters.

2. What is the MOS like?

No other function of Marine aviation has closer ties to the Ground Combat Element. Assault Support concepts typify why all Marine officers are trained as infantry officers from the beginning. To qualify for this MOS, you must pass several requirements: the AQT/FAR exam given either by your OSO or at The Basic School, an aviation physical exam that requires 20/20 uncorrected vision and you must meet all of the Marine Corps physical fitness standards including a first class PFT score and a first class swim qualification. The MOS is open to both male and female officers who possess a secret clearance or higher.

3. What will I do after TBS prior to my first billet?

Upon completion of TBS, you will report to Marine Aviation Training Group, Naval Air Station Pensacola, Florida. There you will undergo a six-week curriculum to introduce you to basic aviation concepts. The material will range from aircraft systems, weather factors and flight physiology to aviation safety and survival. From there, you will be assigned to one of 5 primary training squadrons. Two of these squadrons are at NAS Corpus Christi, Texas, and three are at NAS Whiting Field, Florida. When assigned to these squadrons, you will attend a two-week school to familiarize you with your aircraft, the T-34C Turbo Mentor. Your total time to train in primary will be between six and eight months.

Your first ten flights will be with the same instructor pilot. He or she will be your mentor and point of contact throughout all of your primary flight training. You will learn the basics of flight which include takeoffs, landings, emergency procedures and navigation. After your initial flights, you will fly with several squadron instructors who will teach you the finer points of instrument and formation flying, and aerobatics. After completion of primary flight training, you will have the opportunity to request the branch of aviation you desire. Your choices are jets, C-130 transports, and helicopters.

If you are fortunate enough to be selected to join the finest helicopter pilots in the world, you will remain with your primary training squadron for another two to three months for intermediate flight training. Your flights will focus on instrument and visual navigation, and on operating in flying areas throughout the country.

After intermediate training you will be assigned to one of two, advanced-helicopter training squadrons at NAS Whiting Field, Florida. You will complete a two-week course to familiarize you with the TH-57 B and C aircraft systems, which will follow flight regimen similar to primary and intermediate training. After approximately six months, you will be winged as a Naval Aviator.

Where you go next depends on several factors, the primary one being the needs of the Marine Corps. You do get to put in a "wish list" for the helicopter and base you desire. Most of the time you get what you want, but it doesn't always work that way.

Here is where the three different airframes' paths part ways. If you are assigned to CH-53Es, you will report to MCAS New River, North Carolina, for training at the Fleet Replacement Squadron (FRS). FRS training for CH-53Ds is located at MCAS Kaneohe Bay, Hawaii, and training in CH-46Es is at MCAS Camp Pendleton, California. All of the FRS training squadrons take approximately six months to complete and focus on all aspects of flight training, but they also will introduce new concepts such as Night Vision Goggles, and external lift of cargo.

4. Where will I go for my first tour and what will it be like?

Upon completion of the CH-53E FRS, you will be assigned to MCAS New River, North Carolina, or MCAS Miramar, CA. For CH-53Ds the move can be measured in yards, as all CH-53Ds are located in the same hangar complex at MCAS Kaneohe Bay. CH-46E pilots will have the choice of MCAS Camp Pendleton, California, MCAS Miramar, CA, MCAS New River, North Carolina, or MCAS Iwakuni, Okinawa, Japan.

Leadership opportunities abound for new lieutenants and captains. You can be put in charge of one of the several aircraft maintenance shops, you can work in the logistics department and be responsible for equipping and outfitting squadron detachments, or you can work in operations and be responsible for training your fellow pilots and managing the squadron's flight schedule.

A typical day in the operating forces would consist of performing your ground duties, i.e., writing the flight schedule or administering to the needs of your shop. On the days you are scheduled to fly, you will arrive 30 minutes prior to your scheduled briefing time and prepare yourself for flight. Flights vary from 2 to 4 hours in length. Upon return, you debrief and turn to on your ground job, or prepare for the next day. There is no daily regimen, your schedule will depend on what time of day or night you are scheduled to fly.

Over the four to five years you are in your first tour, you will undergo a metamorphosis. You will grow from someone who is comfortable flying a single aircraft to a professional who can command divisions of aircraft in order to accomplish missions in the real world. Deployments with the 11th, 13th, and 15th Marine Expeditionary Units (MEUs) on the West Coast, the 22nd, 24th, and 26th MEUs on the East Coast, or the 31st MEU in Okinawa are what you can expect.

5. Where might I go after my first tour?

After your first tour the Marine Corps will want to expand you in other directions. Many pilots go to Forward Air Controller (FAC) assignments. Several will go to Florida and Texas to be flight instructors. Some will go to the FRS squadrons as instructors. A few will go to B-billets such as recruiting or staff positions at various schools. Others will attend the Amphibious Warfare School. All of these choices are career enhancing and come with new rewards and challenges.

6. Where else can I look for information about this MOS?

Several squadrons have web sites that you can find by accessing the Marine Corp's home page. They will be able to provide more insight into assault support aviation. You will also want to check out the various military professional publications and periodicals that are available in the base library or by subscription.

7. Conclusion

Every flying MOS will be fun, fulfilling, and will provide a good future for you. Assault Support will take you where the Marine Corps goes every time. Pick up a newspaper or watch CNN. You will see Marines at work, their helicopters with them all the way.

NAVAL AVIATOR (UH-1N)

(7563)

7563 Military Occupational Specialty (MOS)

1. Introduction

Flying the UH-1N is an exciting and challenging MOS. It offers you the chance to be involved in many different types of missions.

2. What is this MOS like?

If you are a “jack of all trades” type of person you will like flying the UH-1N Huey. Here’s what you will do: shoot rockets and guns, command and control, fastrope, SPIE, para-ops, helo-cast, VIP missions, search and rescue, electronic warfare, reconnaissance, insertion of small teams, ship takedown, NBC ops, FAC (A), SAC (A), and Medevac. The Huey is being upgraded to the UH-1Y which will hit the fleet in about 2004. This will give the Huey more speed and more carrying capacity for fuel and weapons.

3. What will I do after TBS before I get to my first billet?

The Fleet Replacement Squadron (FRS) is located at Camp Pendleton in California, and usually takes 5-6 months to complete. You will learn the systems of the Huey and learn how to fly it, with a basic use of weapons delivery. You will also get more instrument flying.

4. What will my first tour be like?

MCAS New River on the East Coast or Camp Pendleton on the West Coast will be home. The East Coast squadrons float to the Med. Currently there are only 2 Hueys going on the MEU, which has caused a backlog of Huey pilots in the squadrons. As a result, most Huey pilots are only getting one float in a four-year tour. There is talk of changing the number back to 3 Hueys on the MEU. When the V-22 arrives, there will be more missions for the Huey, which will increase the chance of their being three Hueys on the ship. The Four West Coast squadrons either float in the Pacific and Indian Oceans or they do a UDP to Okinawa. In addition, all East and West Coast squadrons will attend a CAX (Combined Arms Exercise) each year in Twentynine Palms, California.

Your primary job in your first tour is to learn as much as you can about your aircraft and to progress through the flight syllabus, gaining qualifications and designations. By your third year in the squadron you will have gained some instructor qualifications and will be teaching the new pilots in the squadron. Because the other Marine Corps helos have specific missions, the Huey is usually not the first choice for some of the more exciting missions that come up in the real world.

You will also be assigned a collateral duty job in the squadron-- anything from administration, intelligence, operations, supply, safety, or maintenance. Your best opportunity for leading Marines is in the maintenance department since it is the largest department. You can spend a few months to a few years doing your collateral duty job before you are rotated to a different billet. It is strictly dependent upon the squadron.

There are other billets in your first tour that may interest you, the most common being a FAC (Forward Air Controller). This can be either deploying or non-deploying billet that is usually 1 year

in length. You might also have an opportunity for a 2-3 year billet flying UAVs (Unmanned Aerial Vehicles).

5. Where might I go after my first tour?

You might go to AWS, flight school, Yuma SAR (Search Air Rescue), a Huey training squadron (FRS) as an instructor, HQ Marine Corps, or a FAC tour. You may also consider making a lateral move into one of the short MOSs that the Marine Corps is having trouble filling. Also, the UAV community is growing fast and is always looking for pilots to move laterally into the UAV community.

6. Where else can I look for information on this MOS?

- <http://tediv.usmc.mil/mawts1>

7. Conclusion

The Huey is a very versatile and exciting aircraft to fly. Although not always considered to be the premier aircraft in the Marine Corps inventory, it does far more different types of missions than any other. With the introduction of the V-22 and the increased capability that the upgraded Huey will have, this aircraft will only become more valuable for the increasing number of missions it will be called upon to perform.

NAVAL AVIATOR (AH-1W)

(7565)

7565 Military Occupational Specialty (MOS)

1. Introduction

The 7565 Military Occupational Specialty (MOS) is the designation of the Marine Corps attack helicopter pilot. The AH-1W Bell Super Cobra is the attack helicopter of the United States Marine Corps. The Cobra has a multitude of weapons systems including precision guided missiles, rockets, a laser designator, infrared targeting optics, and a 20mm cannon. The missions associated with the AH-1W are close air support, armed reconnaissance, forward air control airborne, supporting arms call for fire, and anti-air warfare.

2. What is the 7565 MOS like?

If you like to fly, think, and act in a fast paced environment, you want to be a Cobra pilot. Cobra pilots must possess the ability to think through situations while being physically occupied; such aptitudes as mental agility and mechanical inclination are essential. You must be aggressive, proactive, and meticulous. Communication and teamwork skills are keys to success as a Cobra pilot.

There are no gender restrictions. Requirements include 20/20 vision, S-1 swim qualification, satisfactory completion of a flight aptitude test, and a secret security clearance. Once accepted for the flight program, all aviators are required to complete a Water Survival Qualification test and a flight physical.

3. What will I do after TBS before I get to my first billet?

After TBS all Marines with an aviation MOS report to NAS Pensacola, Florida for training as a Student Naval Aviator (SNA). Flight has four stages: primary, intermediate, advanced, and airframe specific training.

Primary flight training begins at NAS Pensacola, Florida, and is completed there or at NAS Corpus Christie, Texas. Time to complete this training is approximately one year. If you are selected for the helicopter pipeline, advanced flight training will be completed at NAS Pensacola Florida, where you'll receive your wings of gold as a Naval Aviator. Time to complete this training is approximately one year. After designation as a Naval Aviator, the final stage of training for the Cobra pilot is completed at Camp Pendleton, California at Marine Corps Helicopter Training Squadron (HMT)-303. This squadron is responsible for training all Marine Cobra pilots as well as Marine and Navy UH-1N Huey helicopter pilots. Time to complete training at HMT-303 is normally six months. After completion of training at HMT-303, the aviator finally becomes a 7565 or basic Cobra helicopter pilot. This is only the qualification to act as a co-pilot on the AH-1W; all other qualifications are earned during assignment in a Marine Corps Light Attack Helicopter (HMLA) squadron. All stages of flight training initially involve ground-training courses in basic aerodynamics, aircraft powerplants and airframes, meteorology, and flight planning. Flight training is comprised of aggressive studying and practical application of the concepts and procedures involved in flying the aircraft. Training is intense and occurs quickly, but there are short breaks during each stage. The large breaks in training occur between primary, advanced, and HMT-303.

4. What will my first tour be like?

You have two possible duty stations for an initial tour in an HMLA squadron: Marine Corps Air Station (MCAS) New River, North Carolina, or MCAS Camp Pendleton, California. Your primary focus as a new attack helicopter pilot is to become proficient at flying the Cobra and to learn to employ the aircraft tactically. You can expect to fly 20 hours per month in the AH-1W.

All pilots perform additional duties in an HMLA squadron. These duties could be in the squadrons' administration, intelligence, operations, logistic, or maintenance departments. The time in each billet is approximately six months, and most commands make a calculated effort to give officers experience in all the different squadron departments.

Leadership development is focused on aviation duties in terms of leading other officers on tactical flight missions. There is some opportunity to lead Marines, but it occurs mostly in the maintenance department in the form of professional development, vice MOS skill.

The HMLA squadron exists to provide detachments for the Marine Expeditionary Units (MEUs) that deploy around the world aboard Navy ships. HMLA squadrons detach groups of six to seven aircraft for approximately six months to become part of the Aviation Combat Element of the MEU. The HMLA squadrons based in New River, North Carolina source the MEUs that deploy primarily to the Mediterranean Sea, and squadrons in Camp Pendleton source the MEUs that deploy to the Indian Ocean and Persian Gulf. Unlike an East Coast HMLA, Camp Pendleton squadrons also deploy entire squadrons to Okinawa, Japan, for six months to support the 1st Marine Air Wing and the 31st MEU serving in the Pacific theatre.

5. Where might I go after my first tour?

After a typical first tour of two deployments or four years, most Cobra pilots will move on to other assignments. Although many options are available, the most common follow on tours include assignment to a Marine Air Group or Wing staff, a training squadron, Amphibious Warfare School, or an infantry battalion as a Forward Air Controller. Most pilots return to a squadron to fly prior to promotion to Major.

6. Where else can I look for information on this MOS?

- <http://www.tediv.usmc.mil/mawts1>
- Tallon magazine

7. Conclusion

The Marine Corps is dependent on the attack helicopter, thus the 7565 MOS will endure. The only significant change will be the upgrade to the four bladed AH-1Z starting in approximately 2005; the upgraded aircraft will be a greatly improved.

WEBSITES BY MOS

0180, Adjutant: www.lejune.usmc.mil/mcsss/pa/index.htm

www.usmc.mil/directiv.nsf/by+category

0203, Ground Intelligence: <http://www.cnet.navy.mil/nmitc/> (IOC)

http://www.cnet.navy.mil/nmitc/dgit/marine_active/mactive_frame.html

0204, Human Intelligence: <http://mcia-inc.org/> & <http://mccia.org/>

<http://www.defenselink.mil/>

0206, Signals Intelligence: <http://mcia-inc.org/> & <http://mccia.org/>

<http://www.defenselink.mil/>

0207, Aviation Intelligence: <http://www.cnet.navy.mil/nmitc/>

0302, Infantry: <http://www.usmc.mil>

0303, LAR Infantry: <http://www.usmc.mil>

0402, Logistics: <http://www.usmc.mil>

0602, Communications:

<http://www.ccss.quantico.usmc.mil/cisoc/default.htm>

0802, Artillery: <http://sill-www.army.mil/tngcmd/usmc/tcusmc.htm>

<http://sill-www.army.mil/>

<http://www.usmc.mil/>

1302, Combat Engineers: <http://www.USMC-ENGR.mil>

www.wood.army.mil/ENGRMAG/emag_hp.htm

www.doctrine.quantico.usmc.mil

1802, Tank Armor: <http://ftknoxusmc-emh16.army.mil>

<http://knoxwww.army.mil/school/16cav/216/216cav.htm>

1803, AAV Armor: None

3002, Ground Supply:

<http://www.lejeune.usmc.mil/mcsss/SUP/index.htm>

3404, Financial Management:

www.cmar.navy.mil/ASMC/whatisasmc.htm

<http://www.dfas.mil>

4302, Public Affairs: <http://web.wt.net/~cchq>

4402, Judge Advocate: <http://www.usmc.mil> & <http://hqmc.usmc.mil>

5803, Military Police: www.hqmc.usmc.mil/poswebpage.nsf

6002, Aviation Maintenance: www.greenshirt.nalda.navy.mil

6602, Aviation Supply: www.nscs.navy.mil

7208, LAAD/ASC Aviation C2: None

7220, ATC Aviation C2: <http://ismo-www1.mgg.usmc.mil/docdiv>

7508, Naval Aviator (AV-8B): <http://www.usmc.mil>

7523, Naval Aviator (F/A-18): <http://www.usmc.mil>

7525, WSO NFO (F/A-18D): <http://www.usmc.mil>

7588, ECMO NFO (EA-6B): <http://www.usmc.mil>

7543, Naval Aviator (EA-6B): None

7557, Naval Aviator (KC-130): www.spectrumwd.com/c130/
www.lmasc.com/c-130j
www4.coastalnet.com/nawctsd/kc130ft.html
www.fas.org/man/dod/sys/ac/kc-130.htm

7563, Naval Aviator (UH-1N): <http://tediv.usmc.mil/mawts1>

7562, Naval Aviator (CH-46): <http://www.usmc.mil>

7566, Naval Aviator (CH-53D/E): <http://www.usmc.mil>

7565, Naval Aviator (AH-1W): <http://www.tediv.usmc.mil/mawts1>